



Spokane Division

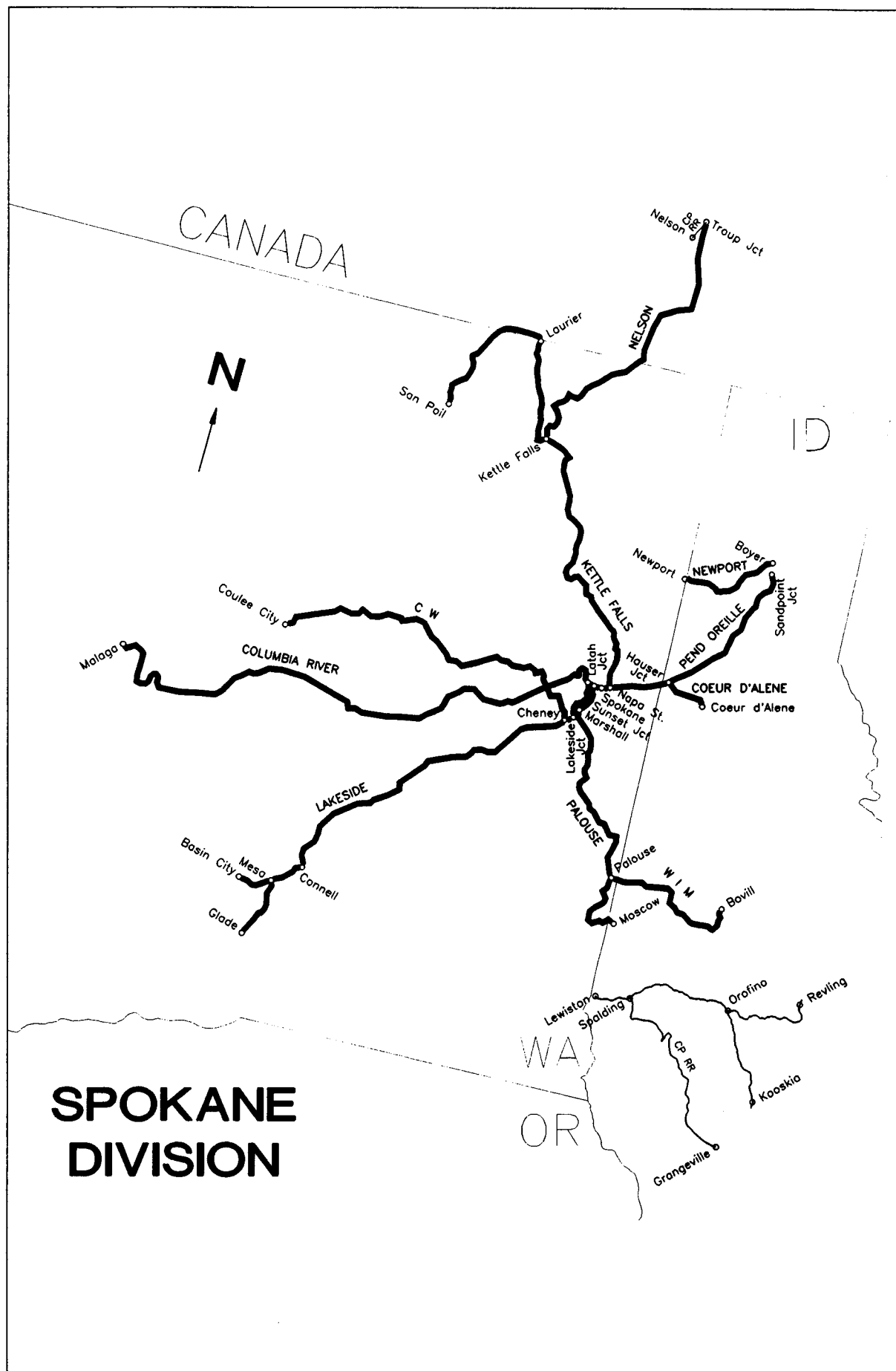
Timetable No.2

**IN EFFECT AT 0001
Pacific & Mountain Continental Time**

Sunday October 30, 1994

**Division Superintendent
K.D. TOWNSEND
Spokane,WA**

See Back Cover for Division Operating Supervisor's Names and Locations



1. Train Inspections—

A member of inbound crews on through trains operating cabooselless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

2. Failed Equipment Detectors—

Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

3. Close Clearance—Close clearance may exist on all auxiliary tracks.**4. Air Repeater Cars—**

BN System Special Instructions Item 4 contains information covering air repeater operation.

The following information concerns air car air tests:

Anytime a brake pipe leakage test is required:

- Locomotive brake pipe 90 PSI
- Dial air car number on head-end-device
- Charge until head-end-device reads 75 PSI
- Dial R-O-T number on head-end-device
- Charge until head-end-device reads 80 PSI
- Make brake pipe leakage test

Air car operation:

1. Air car must be operated with a rear-of-train device.
2. Air car must be operated in approximate middle of train.
3. Caboose is not required.
4. Brake pipe pressure may be greater on last car than on locomotive.

Air repeater car waiver from the FRA

BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end-of-train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

This waiver translated into the following:

- Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
- Maximum gradient between the locomotive and the air repeater car is 15 PSI.

4 SPOKANE DIVISION SPECIAL INSTRUCTIONS

- Maximum gradient between the air repeater car and the last car in train is five PSI.
- There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH-22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end-of-train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe leakage test)	Minimum brake pipe pressure on last car in train. (Also read on head end device)
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90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket-size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to train and engine crews by Managers of Operating Practices.

5. Job Safety Meeting–TY&E, MW, Mechanical–

At the beginning of each tour of duty, conductor or foreman will hold a five minute job safety awareness session with crew members.

Conductor or foreman will ascertain that all crew members are wearing proper protective equipment, review general orders and notices, and address safety concerns. The desire here is that a team may well succeed where an occasional individual may fall errant.

Conductor or foreman will notify his/her supervisor if all crew members are not 100% compliance with required personal protective equipment (some safety equipment is available but not required; for instance, back belts are a personal choice and are not required).

Crew members are not to perform any duties without wearing required personal protective equipment.

6. F-27 Instructions and Personal Protective Equipment Requirements–

Employees must report any injury as soon as possible but not later than the end of the shift. Personal injury forms 12504 and F-27 injury reports must be filled out accurately and

completely and given directly to your supervisor. If the injury takes place outside the terminal you must contact your supervisor directly and be governed by their instructions.

Employees must be in full compliance with personal protective equipment requirements. Failure to wear required personal protective equipment will result in being sent home without pay for the first incident. Second incident will result in more stringent administrative action.

7. Safety Lockout Program—

A safety lockout program has been initiated at Yardley Yard at Spokane, Washington.

SWITCH LOCKS have been installed at Yardley at both ends of the following tracks:

Yardley	Tracks 1 thru 16 Tracks 45 thru 59 Crossovers 1 to 2, 2 to 1, and from the main line to 1 track through the hand-throw switches (the Hard Way)
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Under the authority of the conductor or foreman in charge, employee WILL BE REQUIRED to lock both ends of track while coupling air hoses, and/or performing air tests on their own train.

The conductor or foreman may request the assistance of a switch or road crew operating at either end of their track to lock or unlock tracks for their protection.

Upon completion of coupling air hoses, and/or air testing, the conductor or foreman MUST NOTIFY the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove locks at both ends of the track upon their departure.

Any yard or train crew member, upon discovery of a locked track in the yard, MUST call the yardmaster to get permission to remove the lock BEFORE switching any cars into that track, to make sure track is clear of employees working on their train. SWITCH LOCKS MAY NOT BE REMOVED WITHOUT THE AUTHORITY OF THE YARDMASTER.

These procedures are a tool for your use to provide additional protection while working in a specific track. They are not intended to supercede Rule 5.13, the Blue Flag Protection Rule.

BN is committed in making this a safe place to work, but you are the only one that can assure your safety by complying with these procedures.

8. Working Between Cars/ Coupling Air Hoses—

Effective immediately, unless you are protected by Rule 5.13 (Blue Flag) before any employee enters between cars to couple air hoses, positive communication must be made with foreman, conductor or engineer, to ascertain that all movement on that track has stopped and no further movement will be made on that track until air coupling is complete.

When coupling air hoses is completed and no further work is to performed between cars, employee must again have positive communication with foreman, conductor or engineer to advise coupling is complete and movement may resume.

9. Clarification of GCOR Rule 6.5 Shoving or Fouling—

When cars or engines are shoved and conditions require, a crew member must take a conspicuous position on the leading car or in advance of the movement to provide protection. Cars must not be shoved to foul leads or adjacent tracks until it is known it is safe to do so.

Unless protection is provided, cars or engines must not be left standing where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of car or engine.

Underlined portion, AND CONDITIONS REQUIRE means ALWAYS, unless:

1. Movement is made by radio with an employee who can visually see the way is clear.
2. Movement is made by radio with employee who can see the way is clear with a video camera.
3. From the controlling employee's position, he can see the way is clear.

10. Unless otherwise instructed, when the term "to" is used in speed instructions also means "between".

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Pend Oreille Subdiv MAIN LINE STATIONS			Distance from Sand- point Jct.	↑ EAST WARD
					Trk	Rule 4.3	Oper		
				1403.3		SANDPOINT JCT	J		
		01798		2.9				0.0	
		01803		3.0		SANDPOINT	B	0.1	
		01810		10.1	2MT	ALGOMA		7.3	
	10,792	01817		17.6		COCOLALLA		14.0	
	13,287	01830		31.5		ATHOL		26.6	
	10,661	01837		37.7		RAMSEY		33.9	
	9,146	01843	45	45.5		RATHDRUM		39.6	
		01845		47.0		HAUSER		41.0	
		01850		51.5		HAUSER JCT	J	46.6	
	10,095	01855		57.9		OTIS ORCHARDS		52.4	
		01861		63.3	2MT	IRVIN		58.3	
		01865		66.6		PARKWATER	XY	61.6	
		01866		68.1		YARDLEY BKITX(2)Y		63.1	
				69.7	DT	NAPA ST	IJX(2)Y	64.7	
				71.5					
		01870	46	0.0		SPOKANE	BKXY	66.6	
		01877		1.1		SUNSET JCT	JX(2)Y	67.6	
		01878	37	1481.6		LATAH JCT	J	68.4	
	11,537	12005		370.3		OVERLOOK		71.8	
	4,027	12008	47	367.1		SCRIBNER	X	76.0	
		12009		365.8		UP JCT	J	78.0	
		63009		11.8		LAKESIDE JCT	J	78.5	

AAR Radio Channel No. 66 In service on this Subdivision.

AAR Radio Channel No. 70 In service Lakeside Jct to UP Jct

Train Dispatcher Calls— Sandpoint East—48, Sandpoint West—49.

Emergency Train Dispatcher Call — 911

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

1. Maximum Speed Permitted —	Passenger	Freight
Sandpoint Jct to Lakeside Jct	79 MPH.	60 MPH.
MP 2.9 to MP 5.0	35 MPH.	35 MPH.
MP 5.0 to MP 7.5	50 MPH.	45 MPH.
MP 7.5 to MP 14.2 (MT 1)	60 MPH.	50 MPH.
MP 7.5 to MP 14.2 (MT 2)	70 MPH.	
MP 14.6 to MP 16.6	40 MPH.	40 MPH.
MP 19.3 to MP 19.6	75 MPH.	
MP 21.6 to MP 22.0	70 MPH.	
MP 33.0 to MP 33.5	70 MPH.	
MP 44.4 to MP 44.5	60 MPH.	
MP 65.9 to MP 68.2	35 MPH.	35 MPH.
MP 68.2 to MP 1.0	25 MPH.	25 MPH.
MP 1481.0 to MP 374.8	30 MPH.	30 MPH.
MP 374.8 to MP 368.8	60 MPH.	
MP 368.8 to MP 365.8	55 MPH.	55 MPH.

On sidings and/or through dual control turnouts at following locations:

Cocolalla	25 MPH.	25 MPH.
Athol	30 MPH.	30 MPH.
Ramsey Rathdrum		
Otis Orchards Overlook	35 MPH.	35 MPH.
Through dual control turnouts		
Algoma (East and West), Sunset Jct,		
Latah Jct, UP Jct, Lakeside Jct	35 MPH.	35 MPH.
Hauser—through Dual control turnouts	20 MPH.	20 MPH.
Hauser East and West yard leads and Scale track	20 MPH.	20 MPH.
Irvin and Parkwater through dual control		
turnouts and on Main Track 1	35 MPH.	35 MPH.
Parkwater— through dual control turnout from Eastward		
Main Track to Main Track 2	35 MPH.	35 MPH.
Napa Street—Through crossovers and Dual Control switches .	10 MPH.	10 MPH.
Through crossover Scribner to Marshall	25 MPH.	25 MPH.

Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.

	Up to 100 Tons/OB	Over 100 Tons/OB
Athol and Ramsey, engines westward freight trains		
passing signal 35.1	55 MPH.	45 MPH.
Ramsey and Rathdrum, engines westward freight trains		
passing signal 42.9	55 MPH.	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions— Maximum Gross Weight of Car:

Sandpoint Jct to Lakeside Jct 143 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

3. Type of Operation—

CTC in effect:

Sandpoint Jct MP 2.9 to Parkwater MP 65.8
Sunset Jct MP 1.1 to Lakeside Jct MP 11.8

ABS in effect:

Parkwater MP 65.8 to Sunset Jct MP 1.1

Rule 6.13 Yard limits in effect:

Parkwater MP 65.8 to Sunset Jct MP 1.1

Occupancy Control System in effect:

Parkwater MP 65.8 to Sunset Jct MP 1.1
See BN System Special Instructions, Rule 17.1.

Two Main Tracks between:

Sandpoint MP 7.5 and Cocolalla MP 14.1
Irvin MP 63.0 and Parkwater MP 65.8

Double Track between:

Parkwater MP 65.8 and Sunset Jct MP 1.1

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be 2.5 miles.

Rule 10.2— Following switches not equipped with electric locks:

Cocolalla Ramsey Otis Orchards
Athol Rathdrum Algoma Main 1

Rule 15.1—Trains operating to and from Columbia River Subdivision must receive track warrant endorsed "Seattle East" prior to departure from initial station.

Trains operating to and from Lakeside Subdivision must receive track warrant endorsed "Wishram East" prior to departure from initial station.

All other trains operating between Sandpoint Jct and Lakeside Jct must receive track warrant endorsed "Boyer West" prior to departure from initial station.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures:

Spokane (WWD) MP 0.8 (DED Only) Both Tracks
Latah Bridge(EWD) MP 373.1 (DED Only)

B. Other FED locations:

Granite MP 22.6
Ramsey MP 41.2
Velox MP 60.1

6. FRA Excepted Track–

Industrial trackage on SCP line between UP Crossover east of Long Lake Lumber and Argonne Road, Ideal Cement Spur off Main 1 at Irvin, Industrial SCP tracks, Centennial Mill Tracks and leads, and at Napa Street all trackage on Alki Spur. See GCOR Rule 6.12

7. Special Conditions–

Athol–Due to line change, MP 29 and MP 30 are missing.

Hauser–

Close clearance–track 9 will not clear man on side of car on south side.

Weighing grain trains–

All loaded grain trains will contact the Yardmaster at Yardley prior to their arrival at Hauser and ascertain if their train is to be weighed. Train crews will then contact the Boyer West Dispatcher notifying him of the instructions received.

When using scale trains must not exceed 13 MPH or fall below 3 MPH in a continuous motion until train reaches west block signal Hauser Yard.

After weighing, trains will wait for results and be governed by the Yardmaster's instructions before departing Hauser Yard and notify the Boyer West Dispatcher of their instructions.

Spokane– Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, or to communicate with a flagman.

Sunset Jct and Latah Jct–Westward Freight Trains do not use in excess of 4th throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

Moveable Point Frogs– Sandpoint Jct, East and West Algoma, East and West Hauser and Irvin. Instructions for hand operation are contained in System Special Instructions.

Manual Interlocking–at Yardley and Napa Streets controlled by Boyer West Dispatcher.

8. Other Line Segments–

Yard Line Segments–

Line Segment	Limits
651	Spokane
652	Spokane Psgr Tracks 5 & 6 and Crossover to main track.
655	Spokane WFE

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
01858 Velox	1.1 east of Irvin	20	West
01860 Trentwood	0.5 east of Irvin	30	Both
12010 Fish Lake	0.7 west of UP Jct	Conn	East

WEST WARD ↓	Columbia River Subdiv MAIN LINE STATIONS							EAST WARD ↑
	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper	Distance from Latah Jct.	
		01878		1481.6		LATAH JCT J	0.0	
	7,442	01883		1489.8		7.8 LYONS	7.8	
	6,930	01893		1499.3		9.5 ESPANOLA	17.3	
	7,532	01905		1510.8		12.2 EDWALL	29.5	
		01914		1520.2		9.1 BLUESTEM	38.6	
		01922		1527.7	DT	7.5 HARRINGTON X	46.1	
		01937		1542.9		15.1 LAMONA	61.2	
	9,232	01947		1553.2		10.2 ODESSA	71.4	
	9,552	01959	37	1565.6		12.5 GIBSON	83.9	
	8,794	01970		1577.0		10.4 WILSON CREEK	94.3	
	10,794	01983		1588.6		13.1 ADRIAN	107.4	
		01993		1599.3		10.0 EPHRATA	117.4	
	10,360	01998		1603.8		5.1 NAYLOR	122.5	
	10,398	02009		1615.5		11.2 QUINCY	133.7	
	7,856	02020		1628.8		10.8 TRINIDAD	144.5	
	8,154	02030		1635.0		9.3 COLUMBIA RIVER	153.8	
		02035		1640.1		5.6 ROCK ISLAND	159.4	
	5,000	02038		1643.3		3.3 MALAGA	162.7	
		02044		1650.2		6.9 WENATCHEE BJKY	169.6	

AAR Radio Channel No. 66 in service on this Subdivision.

Train Dispatcher Calls—Edwall—20, Harrington—21, Odessa—24, Wilson Creek—25,
Ephrata—26, Wenatchee East—27, Trinidad—51,
Emergency Train Dispatcher Call— 911

Wenatchee to MP 1641.1 is part of and under the jurisdiction of the Cascade Division.

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

1. Maximum Speed Permitted—	Passenger	Freight
Latah Jct to Wenatchee	79 MPH.	60 MPH.
Lamona to Bluestem against current of traffic	49 MPH.	40 MPH.
MP 1481.6 to MP 1483.3	30 MPH.	30 MPH.
MP 1483.3 to MP 1488.6	55 MPH.	45 MPH.
MP 1488.6 to MP 1489.2	40 MPH.	35 MPH.
MP 1489.2 to MP 1490.4	70 MPH.	50 MPH.
MP 1494.8 to MP 1498.0	65 MPH.	
MP 1508.8 to MP 1513.7	65 MPH.	
MP 1513.7 to MP 1516.8	55 MPH.	50 MPH.
MP 1516.8 to MP 1520.5	50 MPH.	50 MPH.
MP 1520.5 to MP 1522.7	45 MPH.	40 MPH.
MP 1522.7 to MP 1526.7	60 MPH.	50 MPH.
MP 1526.7 to MP 1529.0	50 MPH.	45 MPH.
MP 1529.0 to MP 1541.8	60 MPH.	50 MPH.
MP 1547.7 to MP 1555.2	65 MPH.	
MP 1555.2 to MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 to MP 1570.9	70 MPH.	
MP 1570.9 to MP 1571.6	55 MPH.	50 MPH.
MP 1571.6 to MP 1571.9	25 MPH.	25 MPH.

MP 1571.9 to MP 1579.2	55 MPH.	50 MPH.
MP 1579.2 to MP 1587.4	70 MPH.	
MP 1587.4 to MP 1589.2	55 MPH.	50 MPH.
MP 1589.2 to MP 1598.2	70 MPH.	
MP 1598.2 to MP 1602.8	65 MPH.	
MP 1614.5 to MP 1615.1	65 MPH.	
MP 1615.1 to MP 1616.4	60 MPH.	
MP 1616.4 to MP 1620.0	65 MPH.	
MP 1620.0 to MP 1622.5	45 MPH.	40 MPH.
MP 1622.5 to MP 1624.2	25 MPH.	25 MPH.
MP 1624.2 to MP 1629.4	50 MPH.	45 MPH.
MP 1629.4 to MP 1640.6	60 MPH.	50 MPH.
MP 1640.6 to MP 1642.6	30 MPH.	25 MPH.
MP 1642.6 to MP 1646.5	65 MPH.	50 MPH.
MP 1646.5 to MP 1649.6	45 MPH.	40 MPH.
MP 1649.6 to MP 1650.2	35 MPH.	35 MPH.

On sidings and/or through dual control turnouts
at following locations:

Lyons	Espanola		
Edwall	Odessa		
Gibson	Wilson Creek		
Adrian	Naylor		
Quincy	Trinidad		
Columbia River	Malaga	30 MPH.	25 MPH.
End of double track Lamona and Bluestem		35 MPH.	35 MPH.

Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown
to exceed that speed.

	Up to 100 Tons O/B	Over 100 Tons O/B
Engines of freight trains passing signals:		
Westward signal between Bluestem and Lamona		
No. 1539.9	50 MPH.	40 MPH.
Westward signal between Ephrata and Naylor No. 1601.1 ...	55 MPH.	45 MPH.
Westward absolute signal West Trinidad MP 1627.0		40 MPH.
Westward signal between Trinidad and Columbia River		
No. 1629.9		40 MPH.
Westward absolute signal Wenatchee at MP 1646.7		30 MPH.
Eastward signal Wenatchee No. 1649.4		30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Latah Jct to Wenatchee 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on following tracks:

Geiger Spur
Ephrata Air Base Spur
Harrington Fertilizer Tracks
Rock Island Old Siding
At Quincy, Del Monte and Lamb Weston spur track

3. Type of Operation—**CTC in effect:**

Latah Jct MP 1481.6 to Bluestem MP 1520.6
 Lamona MP 1541.6 to Wenatchee MP 1646.7

ABS in effect:

Bluestem MP 1520.6 to Lamona MP 1541.6
 Wenatchee MP 1646.7 to MP 1650.2

TWC in effect:

Bluestem MP 1520.6 to Lamona MP 1541.6
 Trains moving with current of traffic will not require Track Warrant authority.

Rule 6.13 Yard limits in effect:

Wenatchee MP 1646.7 to MP 1650.2
 Trains and engines must obtain permission from yardmaster or operator before entering these limits.

Double Track between:

Bluestem MP 1520.6 and Lamona MP 1541.6

4. General Code of Operating Rules Items—

Rule 6.19—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.

Rule 412—Where TWC is in effect, Maintenance of Way track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

Rule 15.1—Trains Operating between Latah Jct and Wenatchee must receive track warrant endorsed "Seattle East" prior to departure from initial station.

5. Trackside Failed Equipment Detectors (FED)—**A. Protecting bridges, tunnels or other structures:**

Trinidad (WWD) MP 1622.2 (DED Only)
 Trinidad MP 1624.2 (DED Only)
 Voltage (WWD) MP 1638.1 (DED Only)

B. Other FED locations:

Fairchild MP 1495.9
 Bluestem MP 1519.3
 Lamona MP 1542.9
 Odessa MP 1555.8
 Stratford MP 1580.2
 Naylor MP 1607.9
 Trinidad (EWD) MP 1622.2 (DED Only)
 Columbia River MP 1633.6
 Voltage (EWD) MP 1638.1 (DED Only)

6. FRA Excepted Track—

Alcoa Spur, and Geiger Spur (no explosives or hazardous chemicals may be shipped through Fairchild Air Force base). See GCOR Rule 6.12.

7. Special Conditions—

Wenatchee—Within city limits, the engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

Handling 80 Feet or Longer Cars—**Between Quincy and Wenatchee—**

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

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

8. Other Line Segments—NONE**9. Locations not Shown as Stations—**

Name		Miles—Location	Capacity Cars	Switch Opens
01889	Fairchild Storage Track	4.1 east of Espanola	100	Both
01896	Geiger spur	4.7 from Fairchild	Yard	West
01899	Waukon	5.7 east of Edwall	55	East
01909	Canby	3.7 west of Edwall	29	East
01928	Mohler	6.7 west of Harrington	55	Both
01932	Downs	4.7 east of Lamona	49	Both
01956	Irby	8.9 west of Odessa	25	Both
01963	Marlin	6.6 east of Wilson Creek	60	Both
01978	Stratford	7.8 west of Wilson Creek	60	Both
01991	Air Base	2.2 east of Ephrata	Yard	East
02003	Winchester	5.1 west of Naylor	50	Both
02033	Voltage	2.5 east of Rock Island	32	Both
02036	Alcoa Spur on spur	1.2 west of Rock Island	Yard	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Lakeside Subdiv MAIN LINE STATIONS			Distance from Sunset Jct.	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		01877		1.1		SUNSET JCT	J	0.0	
	12,641	63002		2.6		1.6 EMPIRE		1.6	
		63007		9.3		6.4 MARSHALL	JT	8.0	
		63009		11.8		2.6 LAKESIDE JCT	J	10.6	
	5,711	63014		16.6		4.8 CHENEY	JT	15.3	
	8,100	63019		19.8		3.2 BABB		18.5	
	8,100	63028		29.7		9.9 FISHTRAP		28.4	
	8,100	63040		42.4		12.5 SPRAGUE		40.9	
	6,277	63048		51.1		8.9 KEYSTONE		49.8	
	8,100	63054		57.8		6.7 TOKIO		56.5	
	5,658	63062	46	64.9		7.1 RITZVILLE		63.6	
	8,100	63072		72.5		7.6 PAHA		71.2	CTC
	6,441	63079		80.5		9.5 LIND		80.7	
	8,100	63082		84.9		5.0 SAND		85.7	
	5,753	63087		88.6		3.0 PROVIDENCE		88.7	
	2,619	63090		92.4		3.1 BEATRICE		91.8	
	8,100	63096		97.7		4.2 CUNNINGHAM		96.0	
	8,110	63108		109.7		12.0 CONNELL	J	108.0	
	8,100	63113		114.9		4.3 CACTUS		112.3	
	6,784	63117		118.2		5.2 MESA		117.5	
	8,100	63124		126.3		8.4 ELTOPIA		125.9	
	8,100	63135		137.0		9.9 GLADE		135.8	
		12143		145.6		8.6 PASCO	BIJKTY ABS	144.4	

AAR Radio Channel No. 70 In service on this Subdivision. Train Dispatcher
Calls—Hill—61, Lind—62, Connell—63, Richland—64.

Emergency Train Dispatcher Call — 911

Glade to Pasco is part of and under the jurisdiction of the Pasco Division

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

1. Maximum Speed Permitted—

	Passenger	Freight
Sunset Jct to Pasco	79 MPH.	60 MPH.
MP 1.0 to MP 1.7	25 MPH.	25 MPH.
MP 1.7 to MP 8.4	55 MPH.	55 MPH.
MP 8.4 to MP 11.7	40 MPH.	35 MPH.
MP 11.7 to MP 11.9	35 MPH.	35 MPH.
MP 11.9 to MP 15.3	45 MPH.	35 MPH.
MP 15.3 to MP 16.8	35 MPH.	35 MPH.
MP 22.5 to MP 26.2	75 MPH.	
MP 26.2 to MP 27.5	70 MPH.	
MP 27.5 to MP 27.8	65 MPH.	
MP 27.8 to MP 28.4	50 MPH.	45 MPH.
MP 31.9 to MP 40.4	75 MPH.	
MP 40.4 to MP 42.4	45 MPH.	45 MPH.
MP 42.4 to MP 43.9	60 MPH.	45 MPH.
MP 43.9 to MP 44.5	40 MPH.	40 MPH.
MP 44.5 to MP 48.5	50 MPH.	45 MPH.
MP 61.1 to MP 61.3	70 MPH.	

MP 64.4 to MP 65.2	50 MPH.	40 MPH.
MP 65.2 to MP 67.0	75 MPH.	
MP 67.0 to MP 68.1	70 MPH.	
MP 68.1 to MP 69.2	65 MPH.	
MP 69.2 to MP 70.5	55 MPH.	55 MPH.
MP 70.5 to MP 75.5	75 MPH.	55 MPH.
MP 75.5 to MP 77.5	70 MPH.	55 MPH.
MP 77.5 to MP 79.8	75 MPH.	55 MPH.
MP 79.8 to MP 86.6	45 MPH.	40 MPH.
MP 86.6 to MP 90.5	35 MPH.	35 MPH.
MP 90.5 to MP 92.5	50 MPH.	45 MPH.
MP 92.5 to MP 94.9	60 MPH.	45 MPH.
MP 94.9 to MP 96.7	40 MPH.	35 MPH.
MP 96.7 to MP 100.7	60 MPH.	
MP 100.7 to MP 101.3	50 MPH.	50 MPH.
MP 101.3 to MP 108.0	35 MPH.	35 MPH.
MP 108.0 to MP 111.2	45 MPH.	45 MPH.
MP 111.2 to MP 112.9	50 MPH.	45 MPH.
MP 112.9 to MP 114.6	60 MPH.	55 MPH.
MP 114.6 to MP 114.9	55 MPH.	55 MPH.
MP 116.0 to MP 116.4	75 MPH.	
MP 119.0 to MP 121.5	75 MPH.	
MP 125.5 to MP 125.8	75 MPH.	
MP 130.1 to MP 131.3	70 MPH.	
MP 138.3 to MP 138.8	65 MPH.	50 MPH.
MP 138.8 to MP 139.3	50 MPH.	50 MPH.
MP 139.3 to MP 145.5	65 MPH.	50 MPH.
MP 145.5 to MP 145.6	10 MPH.	10 MPH.
On sidings and/or through dual control turnouts at the following locations:		
Cheney	10 MPH.	10 MPH.
Babb, Fishtrap	25 MPH.	25 MPH.
Lakeside Jct		
Tokio	Sprague	
Sand	Paha	
Connell	Cunningham	
Eitopia	Cactus	
	Glade	35 MPH.
On other sidings	12 MPH.	12 MPH.
Through crossover		
Marshall to Scribner	25 MPH.	25 MPH.
Head end westward trains or engines leaving siding over		
Clark St. Crossing MP110 Connell	25 MPH.	25 MPH.
Mesa to Basin City		20 MPH.
Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.		

	Up to 100 tons O/B	Over 100 tons O/B
Providence and Beatrice		
Westward freight trains passing signal: 90.9		40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Sunset Jct to Pasco 143 tons

Mesa to Basin City 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Basin City—Six axle locomotives must not exceed 5 MPH while using elevator turnouts.

Ritzville—Six axle locomotives and six axle derricks not permitted east 500 feet of Greens track.

3. Type of Operation—**CTC in effect:**

Sunset Jct MP 1.1 to Pasco MP 140.4

ABS in effect:

Pasco MP 140.4 to MP 145.6

Rule 6.13 Yard limits in effect:

Pasco MP 140.4 to MP 145.6

Locations Designated as Industrial Track between:

Mesa MP 0.0 and Basin City MP 10.0

4. General Code of Operating Rules Items—**Rule 6.19—**When flagging is required, distance will be 2.5 miles.**Rule 10.2—**Following switches not equipped with electric locks:

MP 31.1 Fishtrap—Spur track

MP 54.8 C&F Ind.—East switch to industry

MP 55.1 C&F Ind.—West switch to industry

MP 97.5 Cunningham—West switch to Storage track

MP 97.6 Cunningham—Switch to Elevator

MP 128.8 Eltopia—Switch to Elevator

MP 133.1 Sagemoor—East switch to siding

MP 134.1 Sagemoor—West switch to siding

MP 137.8 Glade—Glade Produce and Cenex Ind.

MP 138.4 Glade—East switch to Asphalt Spur

MP 138.7 Glade—West switch to Asphalt Spur

MP 139.3 Glade—Switch to Pure Gro

Rule 15.1—Trains operating between Lakeside Jct and Pasco must receive track warrant endorsed "Wishram East" prior to departure from initial station. Eastward NRPC trains must receive track warrant endorsed "Wishram East" at Pasco.**5. Trackside Failed Equipment Detectors (FED)—****A.** Protecting bridges, tunnels or other structures: NONE**B.** Other FED locations:

Babb MP 25.7

Keystone MP 47.8

Ritzville MP 68.6

Beatrice MP 94.2

Mesa MP 122.3

6. FRA Excepted Track—In Pasco yard, storage tracks 5 through 16, including switches to these tracks. See GCOR Rule 6.12.**7. Special Conditions—****Pasco—**All outbound trains will secure verbal authority from Pasco Operator before moving from Yard Track.

All trains arriving Pasco must, after requesting yard tracks from Pasco Operator, obtain permission from Pasco Tower before entering yard.

Between East Switch Pasco and East Switch Hover—

Controlled signals are under jurisdiction of Operator at Pasco.

Cactus Pit—between 0600 and 1600 at Cactus Pit, Track #2 overhead conveyor belt will be foul of track. Crew must contact machine operator to move conveyor before entering Track #2.**8. Other Line Segments—**

Yard Line Segments—

Line Segment	Limits
684	Cactus

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
63039	Sprague Elevator Track	0.7 east of Sprague	20	Both
63039	Sprague Old Siding	0.2 east of Sprague	54	Both
63053	Toklo—C&F Ind	2.6 east of Toklo	20	Both
63095	Cunningham Storage Track	0.2 east of Cunningham	12	West
63095	Cunningham Elevator Track	0.6 east of Cunningham	15	East
63126	Eltopia Elevator Track	0.4 west of Eltopia	20	West
63131	Sagemoor	6.8 west of Eltopia	80	Both
63708	Basin City	8.6 west of Mesa	52	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Kettle Falls Subdiv BRANCH LINE		Distance from Napa St.	EAST WARD
					STATIONS	Rule 4.3 Oper		
			37	1476.7	NAPA ST	IJXY	0.0	
		61972		1473.0	HILLYARD		3.7	
		61968		1468.1	MEAD		8.6	
		61963		13.8	DEAN		12.8	
	1,350	62012		26.4	DEER PARK		25.4	
	2,062	62025		38.4	LOON LAKE		37.4	
	4,080	62043	376	56.5	VALLEY		55.5	
	3,990	62050		64.2	CHEWELAH		63.2	
		62073		87.1	COLVILLE		86.1	
				95.6				
		62081		0.0	KETTLE FALLS BJKTY	TWC	94.6	
		62204		4.4	WEST KETTLE FALLS		99.3	
	1,320	62212	377	11.8	BOYDS		106.7	
	1,800	62217		17.2	BARSTOW		112.1	
	2,100	62222		22.3	DULWICH		117.2	
				34.4				
	600	62234		34.4	LAURIER, WA.		129.3	
		62246	392	47.0	GRAND FORKS, B.C. JTZ		141.9	
				48.8				
	600	62249		48.8	DANVILLE, WA.		143.2	
	900	62259	377	59.0	CURLEW		153.9	
	2,040	62276		75.0	TORBOY	Y	169.9	
		62227		75.9	SAN POIL	Y	170.8	

AAR Radio Channel No. 66 in service on this subdivision.
Train Dispatcher call—Monumental Mountain—10
Emergency Train Dispatcher Call — 911

1. Maximum Speed Permitted—

Napa St. to Kettle Falls	Freight 40 MPH.
On sidings	10 MPH.
MP 1476.7 to MP 1475.4	20 MPH.
MP 1475.4 to MP 1470.4	25 MPH.
MP 1470.4 to MP 13.8	35 MPH.
MP 13.8 to MP 18.6	25 MPH.
MP 18.6 to MP 22.3	10 MPH.
MP 22.3 to MP 35.3	25 MPH.
MP 35.3 to MP 36.0	10 MPH.
MP 36.0 to MP 63.8	25 MPH.
MP 63.8 to MP 64.8	20 MPH.
MP 64.8 to MP 68.2	35 MPH.
MP 68.2 to MP 74.2	25 MPH.
MP 74.2 to MP 78.5	30 MPH.
MP 78.5 to MP 87.7	25 MPH.
MP 87.0 to MP 87.7	25 MPH.
MP 93.8 to MP 94.1	25 MPH.
MP 94.1 to MP 95.6	20 MPH.

Kettle Falls to San Poil	30 MPH.
MP 2.0 to MP 26.3	25 MPH.
MP 26.3 to MP 27.3	10 MPH.
MP 27.3 to MP 59.9	25 MPH.
MP 59.9 to MP 68.9	30 MPH.
MP 68.9 to MP 75.0	25 MPH.
MP 75.0 to MP 75.9	20 MPH.
Mead, over switches and frogs on curves at Aluminum Plant	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Napa St to San Poil 136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and derricks not permitted.

3. Type of Operation—

TWC in effect:

Napa St. MP 1476.7 to San Poil MP 77.3

MP 1476.7 (Napa St.) through MP 1468.1 (Mead) will be designated on track warrants as MP 476.7 through MP 468.1.

Rule 6.13 Yard Limits in effect:

Napa St. MP 1476.7 to MP 1475.4

Kettle Falls MP 94.1 to MP 95.6

Kettle Falls MP 0.0 to MP 2.0

Torboy MP 75.0 to San Poil MP 77.3

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required in U.S., distance will be one mile. Canadian Rail Operating Rules are in effect for Canadian Operation and Rule 4.3.19.1 applies.

Canadian Rail Operating Rules— Burlington Northern is governed by the Canadian Rail Operating Rules for operations in Canada. Following are additions and/or modifications:

Rule 1.5— The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on company property, is prohibited.

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

Rule 41— Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43— Signals will be two (2) miles in advance of the defective or working point.

Rule 45.1— Signals will be placed to the right of the track as seen by the crew of an approaching train or engine unless otherwise specified by GBO/track bulletin.

Rule 99—Canadian Flagging Rule 99.1 applies.

Block and Interlocking Signals— Rules 405 through 430 do not apply on BN. Signal Aspects and Indications as contained in Timetable are in effect.

Publications and Rules Books—Employees are also governed by Superintendent's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

Rule 104 (c) of the Canadian Rail Operating Rules is changed to read:

Unless otherwise specified by special instructions, switches other than main track switches, when equipped with a lock, must be lined for the normal route and locked after having been used. When equipped with a target, light or reflector, it will indicate the following:

(Diagrams of switch targets remain the same)

Rule 115 (Pushing Equipment) of the Canadian Rail Operating Rules is changed to read:

a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

EXCEPTION: A crew member need not be so positioned when the portion of track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as prescribed in Rule 103 paragraph b) and g).

b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph a), the movement must:

- i) NOT be made while the leading car is within yard limits or cautionary limits;
- ii) NOT exceed the overall length of the equipment; and
- iii) Not exceed 15 MPH.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track–

Safeway Lead including all track plus Food Services Lead and all trackage on Tosco Lead. At Mead, all industry track leading to Kaiser Aluminum. All Trackage on Spike Yard Lead in Zone 11. See GCOR Rule 6.12

7. Special Conditions–

Between Valley and Dean– Trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 344(B).

Between Kettle Falls and Dean– Trains in excess of 9500 trailing tons must have all empties on rear of train.

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

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

Grand Forks, B.C.– Transport Canada requires all train movements over Carson Road crossing on wye tracks shall be flagged by member of crew and do not occupy Carson Spur between BN main track and GFRR main track between the hours of 0700 and 1000 daily.

In Canada– Transport Canada 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.

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

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

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

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
62073 Vaagen Bros. Spur	0.1 west of Colville	45	Both
62067 Arden	6.7 east of Colville	47	Both
62059 Addy	9.1 west of Chewelah	17	Both
62042 Lane Mtn Silica Spur	1.0 east of Valley	29	Both
62040 Nanome	2.0 east of Valley	4	West
62034 Cline	8.1 east of Valley	18	Both
62033 Allied Mineral	8.4 east of Valley	8	East
62018 Clayton	5.3 west of Deer Park	9	East
62208 Brauner Lbr Co Spur	3.0 west of West Kettle Falls	4	East
62211 Portland Cement Spur	5.9 west of West Kettle Falls	6	East
62228 Goldstake	6.1 east of Laurier	13	East
62235 Cascade	0.3 west of Laurier	14	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Nelson Subdiv BRANCH LINE STATIONS			Distance from Nelson	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		62185	391	200.0		NELSON	BYZ	0.0	
						5.5			
						BETWEEN TROUP JCT AND NELSON			

CP RAIL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

	62180	391	194.5		TROUP JCT	Z		5.5
	62151		164.8		SALMO	Z		35.2
	62128		140.4		WANETA, B.C.	Z		59.6
	62124		138.3		BOUNDARY, U.S.			61.7
3,009	62115	376	129.5		NORTHPORT			70.5
2,224	62105		120.0		DOLOMITE			80.0
1,844	62092		105.6		EVANS		TWC	94.1
	62081		95.6		KETTLE FALLS BJKTY			104.0

AAR Radio Channel No. 70 in service between Nelson, B.C. and Salmo, B.C.

**BN Radio Channel No. 1 in service elsewhere on this Subdivision.
Emergency Train Dispatcher Call – 911**

1. Maximum Speed Permitted–

On Sidings	Freight 10 MPH.
Troup Jct to MP 139.1	25 MPH.
MP 139.1 to MP 133.7	10 MPH.
MP 133.7 to MP 132.1	10 MPH.
MP 132.1 to MP 96.5	25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–**Maximum Gross Weight of Car:**

Nelson to Kettle Falls 134 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and derricks not permitted.

3. Type of Operation–**TWC in effect:**

Kettle Falls MP 96.5 to MP 139.8

Rule 6.13 Yard limits in effect:

Kettle Falls MP 95.6 to MP 96.5

MP 139.8 to Troup Jct MP 194.5

4. General Code of Operating Rules Items–

Rule 6.19–Canadian Rail Operating Rules are in effect for Canadian operation and Rule 4.3.19.1 applies. When flagging is required in U.S., distance will be one mile.

OPERATIONS– Burlington Northern is governed by the Canadian Rail Operating Rules for operations in Canada. Following are additions and/or modifications:

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

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

Rule 41– Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43– Signals will be two (2) miles in advance of the defective or working point.

Rules 45.1– Signals will be placed to the right of the track as seen by the crew of an approaching train or engine unless otherwise specified by GBO/track bulletin.

Block and Interlocking Signals– Rules 405 through 430 do not apply on BN. Signal Aspects and Indications as contained in Timetable are in effect.

Publications and Rules Books–Employees are also governed by Superintendent's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

Rule 99.1–Canadian Flagging Rule 99.1 applies

Rule 104 (c) of the Canadian Rail Operating Rules is changed to read:

Unless otherwise specified by special instructions, switches other than main track switches, when equipped with a lock, must be lined for the normal route and locked after having been used. When equipped with a target, light or reflector, it will indicate the following:

(Diagrams of switch targets remain the same)

Rule 115 (Pushing Equipment) of the Canadian Rail Operating Rules is changed to read:

a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

EXCEPTION: A crew member need not be so positioned when the portion of track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as prescribed in Rule 103 paragraph b) and g).

b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph a), the movement must:

- i) NOT be made while the leading car is within yard limits or cautionary limits;
- ii) NOT exceed the overall length of the equipment; and
- iii) Not exceed 15 MPH.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track– NONE

7. Special Conditions–

Northport to Waneta–

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

Kootenai Valley Saw Mills–Eastward trains stop at siding switch MP 169.75, Kootenai Valley Saw Mills, and westward trains stop at siding switch MP 170.01, and all trains between siding switches be protected by person qualified on Canadian Rail Operating Rules from a point on the ground.

Between Salmo and Troup Jct–Main track out of service between MP 171.5 and MP 194.5.

Automatic Crossing Signals–Account rusty rail conditions automatic crossing signals at MP 166.9, MP 173.0, MP 173.6, MP 182.2 and MP 185.5 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

Mountain Grade Operation—

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5—MP 194.0.

Ruling Grade Descending East: 2.5.

In Canada—Transport Canada 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.

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

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

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

8. Other Line Segments—NONE**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
62165 Hall on spur	14.9 west of Troup Jct .	14	Both
62156 Hardy Lbr Co Ltd Spur	24.0 west of Troup Jct.	16	West
62155 Louisiana Pacific Chip Track on spur	24.1 west of Troup Jct.	13	Both
62154 Boulder Mill on spur	3.3 east of Salmo	9	Both
62140 Parks	10.0 west of Salmo	8	Both
62136 ATCO Spur	10.0 east of Waneta, B.C.	3	West
62135 Fruitvale	9.1 east of Waneta, B.C.	27	Both
62132 Equipment Spur	6.0 east of Waneta, B.C.	3	East
62130 Columbia Gardens	3.6 east of Waneta, B.C.	11	Both
62129 Quirk	2.3 east of Waneta, B.C.	20	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	C W Subdiv BRANCH LINE STATIONS		Distance from Cheney	↑ EAST WARD
					Trk	Rule 4.3 Oper		
		63014	378	0.0		CHENEY JTY	0.0	
	1,420	62327		26.8		26.8 REARDAN	26.8	
	1,136	62341		41.7		14.9 DAVENPORT T	41.7	
	1,252	62364		64.4		22.7 CRESTON	64.4	
	1,293	62374		74.4		10.0 WILBUR	74.4	
	1,442	62387		87.7		13.3 ALMIRA	87.7	
	552	62408		108.8		21.1 COULEE CITY TY	108.8	

**AAR Radio Channel No. 66 in service on this Subdivision.
Emergency Train Dispatcher Call – 911**

- 1. Maximum Speeds Permitted—** **Freight**
Cheney to Coulee City **25 MPH.**
 On sidings 10 MPH.
 150-ton wrecking derricks and larger, and locomotive cranes, over bridges 12 MPH.
 Item 1A, System Special Instructions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Cheney to Coulee City 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
 Six axle locomotives and derricks not permitted between MP 3.0 and Coulee City.

3. Type of Operation—

TWC in effect:

Cheney MP 0.0 to Coulee City MP 108.8

Rule 6.13 Yard Limits in effect :

Cheney MP 0.0 to MP 3.0

Coulee City MP 106.0 to MP 108.8

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions— NONE

8. Other Line Segments— NONE

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
62310	Medical Lake	10.8 west of Cheney	15	East
62321	Hite	5.8 east of Reardan	21	Both
62334	Mondovi	7.3 west of Reardan	25	Both
62347	Rocklyn	6.3 west of Davenport	21	Both
62381	Govan	6.6 west of Wilbur	15	Both
62390	Hanson	3.6 west of Almira	15	West
62397	Hartline	8.1 west of Almira	17	Both
62404	Cement	4.2 east of Coulee City	48	Both
62406	Odair	2.1 east of Coulee City	86	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Newport Subdiv BRANCH LINE STATIONS			Distance from Boyer	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		01803	37	1401.2		BOYER	JTY	0.0	
		01803		1401.9		1.3			
		01917		1415.7		NORTH SANDPOINT	TY	1.3	
6,209		61925		1424.2		13.4			
		61931		1431.3		LACLEDE		14.7	
						8.2			
						PRIEST RIVER		22.9	
6,765						6.6			
						NEWPORT	JY	29.5	

**AAR Radio Channel No. 70 in service on this Subdivision.
Emergency Train Dispatcher Call – 911**

- 1. Maximum Speed Permitted—**
Boyer to Newport **Freight 25 MPH.**
On Sidings **10 MPH.**

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Boyer to Newport 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Type of Operation—

TWC in effect:

Dover MP 1401.2 to Newport MP 1431.3
 MP 1401.2 through MP 1431.3 will be designated on track warrants
 as MP 401.2 through MP 431.3.

Rule 6.13 Yard Limits in effect:

Boyer MP 1401.2 to Dover MP 1405.1
 Newport MP 1430.7 to MP 1433.0

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions—

Slide Fence Indicator—

Westward Signals—MP 1408.5, MP 1412.5, MP 1417.5, MP 1419.3,
 MP 1428.3.

Eastward Signals—MP 1411.2, MP 1414.2, MP 1419.4, MP 1420.8,
 MP 1429.7.

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
61906	Dover (SI Conn)	3.3 west of North Sandpoint	10	East
61921	Thama	4.7 west of Laclede	120	Both
61924	Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West
61928	Albeni Falls on spur	2.7 east of Newport	21	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Coeur d' Alene Subdiv BRANCH LINE STATIONS			Distance from Coeur d Alene	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		62713	375	12.2		COEUR d'ALENE	TY	0.0	
		62705	382	4.1		8.1 POST FALLS	Y	8.1	
		82702		2.3		1.9 GRAND JCT	UY	10.0	
		01850	381	0.0		2.3 HAUSER JCT	JTY	12.3	

**AAR Radio Channel No. 70 in service on this Subdivision.
Emergency Train Dispatcher Call – 911**

1. **Maximum Speed Permitted–**
Coeur d'Alene to Hauser Jct **Freight 10 MPH.**

See Item 1 of the System Special Instructions for additional speed restrictions.

2. **Bridge and Equipment Weight Restrictions–**
Maximum Gross Weight of Car:
Coeur d' Alene to Hauser Jct 134 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and derricks not permitted.

3. **Type of Operation–**

Rule 6.13 Yard limits in effect:

Coeur d'Alene MP 12.5 to Hauser Jct MP 0.0

4. **General Code of Operating Rules Items–**

Rule 6.19– When flagging is required, distance will be 0.5 mile.

5. **Trackside Failed Equipment Detectors (FED)–**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. **FRA Excepted Track–**

Coeur d'Alene MP 12.5 to Huetter MP 8.3

7. **Special Conditions–**

Coeur d'Alene–

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

Gibbs– Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.

8. **Other Line Segments–**

Other Road Line Segments–

Line Segment	Limits	Mileposts
375	At Coeur d' Alene	12.5
375	Atlas–Huetter	7.3 to 9.6
382	Post Falls–Huetter	3.9 to 7.3

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
62625	Alpine Sales Spur	6.4 east of Hauser Jct	5	East
62626	Huetter	7.7 east of Hauser Jct	15	Both
62629	Atlas	8.4 east of Hauser Jct	37	Both
62630	Gibbs	10.5 east of Hauser Jct	7	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Palouse Subdiv BRANCH LINE STATIONS			Distance from Mar- shall	EAST WARD
					Trk	Rule 4.3	Oper		
		63007		0.0		MARSHALL	JTY	0.0	
	2,502	63227		26.7		26.9 ROSALIA		26.9	
	1,643	63238		37.6		10.9 OAKESDALE	U	37.8	
	2,668	63250	384	49.4		11.9 GARFIELD	U	49.7	
	1,368	63259		59.1		9.6 PALOUSE	JY	59.3	
	3,845	63276		75.7		16.6 PULLMAN	UY	75.9	
		63277		77.1		1.5 PULLMAN JCT		77.4	
		63286		85.9		8.6 MOSCOW	Y	86.0	

AAR Radio Channel No. 66 in service on this Subdivision.

Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted–

Freight

Marshall to Moscow	40 MPH.
On sidings	10 MPH.
MP 0.0 to MP 1.0	10 MPH.
MP 1.0 to MP 3.3	25 MPH.
MP 10.8 to MP 11.7	25 MPH.
MP 20.8 to MP 25.2	35 MPH.
MP 25.2 to MP 28.3	25 MPH.
MP 28.3 to MP 35.0	35 MPH.
MP 35.0 to MP 47.4	25 MPH.
MP 47.4 to MP 50.0	10 MPH.
MP 50.0 to MP 58.0	25 MPH.
MP 58.0 to MP 60.0	10 MPH.
MP 60.0 to MP 73.5	25 MPH.
MP 73.5 to MP 77.8	10 MPH.
MP 77.8 to MP 81.8	25 MPH.
MP 81.8 to MP 84.7	25 MPH.
MP 84.7 to MP 86.7	10 MPH.
Bridges 28 and 53, cars heavier than 110 tons	10 MPH.
Item 1A, System Special Instructions, applies.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Marshall to Moscow 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and derricks not permitted.

Bridge derricks, wrecker derricks, locomotive cranes and cars weighing over 88.5 tons must be separated from locomotives.

Palouse–Grain Growers spur restricted to one locomotive.

3. Type of Operation–

TWC in effect:

Marshall MP 0.0 to Moscow MP 85.9

Rule 6.13 Yard limits in effect:

Marshall	MP 0.0 to MP 1.0
Palouse	MP 58.0 to MP 60.0
Pullman	MP 74.6 to MP 76.3
Moscow	MP 84.8 to MP 85.9

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Ecepted Track– NONE**7. Special Conditions–**

Moscow–Account rusty rail conditions automatic crossing signals at Highway 95 and Highway 8 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

8. Other Line Segments–NONE**9. Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
63211	Spangle	11.5 west of Marshall	55	Both
63220	Plaza	21.2 west of Marshall	9	Both
63644	Spring Valley on spur	5.8 from Rosalia	Yard	West
63232	McCoy	5.2 west of Rosalia	10	Both
63235	Flalg	8.2 west of Rosalia	7	East
63243	Belmont	5.3 west of Oakesdale	56	Both
63244	Farmington	6.0 west of Oakesdale	20	East
63247	Eden	10.3 west of Oakesdale	47	Both
63266	Fallon	6.8 west of Palouse	32	Both
63271	Whelan	5.2 east of Pullman	11	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	W I M Subdiv BRANCH LINE STATIONS			Distance from Bovill	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		70048	396	47.0		BOVILL	Y	0.0	
		70012		11.2		35.8 POTLATCH	BY	35.8	
		63259		0.0		11.2 PALOUSE	JY	47.0	

AAR Radio Channel No. 66 in service on this Subdivision.

Emergency Train Dispatcher Call – 911

- 1. Maximum Speed Permitted–** **Freight**
- Bovill to Palouse** **10 MPH.**
- On sidings **10 MPH.**
- Palouse, within corporate limits **8 MPH.**

See Item 1 of the System Special Instructions for additional speed restrictions.

- 2. Bridge and Equipment Weight Restrictions–**
- Maximum Gross Weight of Car:**
- Bovill to Palouse 134 tons
- 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
- Six axle locomotives and derricks not permitted.

3. Type of Operation–

Rule 6.13 Yard limits in effect:

Bovill MP 47.0 to Palouse MP 0.0

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 0.5 mile.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: **NONE**

B. Other FED locations: **NONE**

6. FRA Excepted Track–

Between Bovill and Palouse. See GCOR Rule 6.12.

7. Special Conditions–

Bovill– Siding east of crossover must be kept clear.

8. Other Line Segments–

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
70035 Deary	12.3 west of Bovill	12	Both
70032 Vassar	16.8 west of Bovill	36	East
70021 Harvard	9.0 east of Potlatch	21	Both
70015 Princeton	3.9 east of Potlatch	8	West
70008 Kennedy Ford	3.1 west of Potlatch	31	Both

SEATTLE DISPATCHERS OFFICE

Watts No.	Dispatcher	BN Phone No.	FAX No.
800-285-0053	Havre East Dispatcher	625-6403	625-6179
800-285-0056	Havre West Dispatcher	625-6405	625-6406
800-285-0059	Boyer West Dispatcher	625-6175	625-6659
800-285-0057	Boyer East Dispatcher	625-6176	625-6743
800-285-0061	Seattle East Dispatcher	625-6620	625-6681
800-285-0062	Wishram East Dispatcher	625-6327	625-6686
800-285-0064	Branch Line Dispatcher	625-6476	625-6687
800-285-0065	Asst. Chief Dispr. Seattle to Spokane	625-6165	625-6654
Pacific North ACD			
Vancouver BC to Vancouver WA			
Vancouver WA to Pasco WA			
Oregon Trunk			
Oregon Electric			
Spokane ACD			
800-285-0071	Asst. Chief Dispr. Spokane to Whitefish	625-6623	625-6652
Everett WA to Sandpoint ID			
Pasco WA to Spokane WA			
800-285-0072	Asst. Chief Dispatcher Montana Div.	625-6413	625-6652
800-285-0073	Pacific Div. Chief	625-6246	625-6201
800-285-0074	Report / Grain ACD	625-6245	625-6201
800-285-0076	Centralia North Dispatcher	625-6169	625-6683
800-285-0078	Centralia South Dispatcher	625-6167	625-6684
800-285-0079	Seattle Terminal Dispatcher	625-6621	625-6803
800-285-0082	Wishram West Dispatcher	625-6323	625-6685

The above WATTS numbers have coverage in the following states:
WA, OR, ID, MT, ND, MN, SD, WY.

LOCOMOTIVE RADIO CHANNELS

No.	12 Channel Radios	99 Channel Radios	Assignments
1	1	66	Main Track
2	2	70	Main Track (Channel 2); Some Yards; Seattle Terminal & Wishram East
3	3	76	Portland Area (Channel 2); Car Dept. Harbor Island
4	4	36	Balmer Yard; Tacoma Yard; Pasco Yard
5	5	80	Balmer Hump; Tacoma Yard; Pasco Yard
6	6	60	Delta Yard; Tacoma Yard; West Seattle; NP Yard Vancouver
7	7	48	Stacy Yard; Yardley Yard
8	8	41	Willbridge Yard
9	9	96	Stacy Ramp
10	10	58	So. Seattle Ramp
11	11	57	Portland Hub Center; Spokane Hub Center
12	12	92	Portland Terminal RR
13		54	Maintenance of Way
14		96	SP Main Track
15		27	UP Main Track 1
16		42	UP Main Track 2
17		87	CN Main TRack Vancouver BC
		61	BN/CN Joint
		31	BN Canadian Yard Channel
		39	BCR Roberts Bank Line
		61	Joint BN/CN Townsend to Vancouver

Care Must Be Taken Not To Use Ant Frequency (Channel) That Would Interfere With Another RR

Base Stations	Channel	Hours in Operation
Seattle Disprs Office	66,70	Continuous
Boyer East	54	
Boyer West	78	
New Westminster. BC Disprs Office	66	Continuous
Wayside Stations		
Sandpoint	66,70	0600–2200 Mon thru Fri
Hauser	66,70	Unattended
Parkwater	66,70	Continuous
Yardley	66,70	Continuous
Erie Street	66,70	Continuous
Spokane	66,70	Continuous
Newport	66,70	Unattended
Kettle Falls	66,70	Continuous except closed 1600 Sat –0500 Mon
Newport	66,70	Unattended
Edwall	66	Unattended
Harrington	66	Unattended
Odessa	66	Unattended
Wilson Creek	66	Unattended
Ephrata	66	Unattended
Ritzville	70	Unattended
Connell	70	Unattended

Division Operating Officers

J.D. YEAGER	Supt. Terminal Operations	Spokane
R.H. FOX	Terminal Manager	Spokane
W.J. THOMPSON	Terminal Manager	Spokane
R.W. GAY	Terminal Trainmaster	Spokane
J.T. LABBERTON	Terminal Trainmaster	Spokane
S.A. BATES	Terminal Trainmaster	Spokane
Y.S. SOLOMOU	Trainmaster	Kettle Falls
D.R. WILKERSON	Trainmaster	Spokane
A.J. SCHUURMANS	Trainmaster	Spokane
C.J. FROSCHER	Manager of Operating Practices	Spokane
J.L. PORTZ	Manager of Operating Practices	Spokane
E.A. BOUNOUS	General Roadmaster	Spokane
S.A. ALBUS	Roadmaster	Ephrata
J. ESPINOSA	Roadmaster	Pasco
D. THORNTON	Roadmaster	Spokane
R.L. PERDUE	Roadmaster	Spokane
A.K. OLSON	Roadmaster	Kettle Falls