

# **BNSF**

## **Burlington Northern Santa Fe**

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### **Washington Division**

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## **Timetable No. 1**

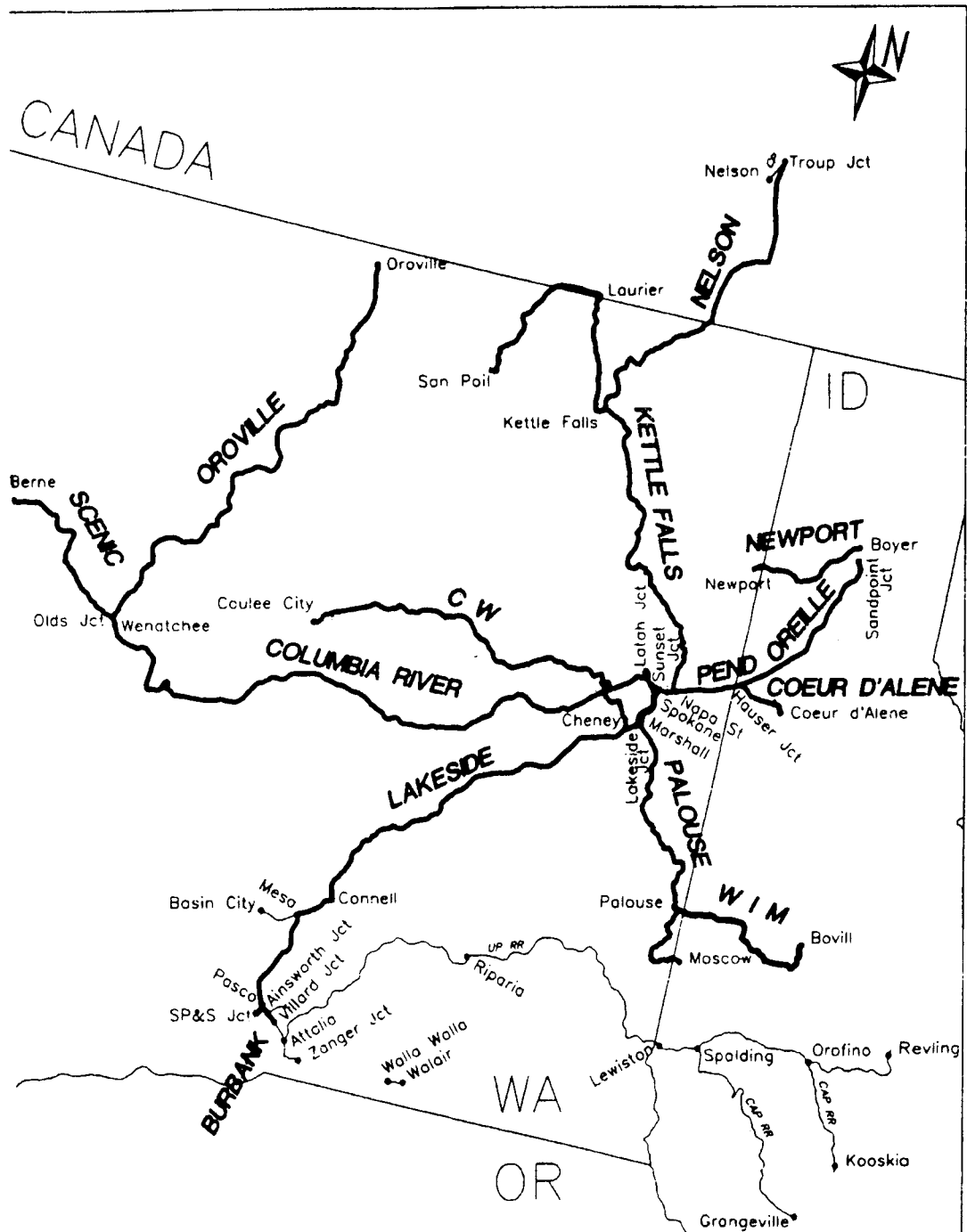
**IN EFFECT AT 0001  
Pacific Continental Time  
Mountain Continental Time between Sandpoint Jct and  
Sandpoint**

**Thursday August 1, 1996**

**Division Superintendent  
K.C. Spradlin  
Spokane, WA  
(509) 536-2257**

**See Back Cover for Division Operating Supervisor's Names, Locations  
and Phone numbers**

# Burlington Northern Santa Fe Washington Division



WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Pend Oreille Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
			1403.3	SANDPOINT JCT	J	CTC		
		01798	2.9					
			0.1					
		01803	3.0	SANDPOINT	B			
			7.2					
		01810	10.1	ALGOMA		2MT CTC		
			6.7					
10,792	01817	17.6		COCOLALLA				
			12.6					
13,287	01830	31.5		ATHOL		CTC		
			7.3					
10,661	01837	37.7		RAMSEY				
			5.7					
9,146	01843	45.5		RATHDRUM				
			1.4					
	01845	47.0		HAUSER				
			5.6					
			5.8					
10,095	01855	57.9		HAUSER JCT	J			
			5.9					
			5.9	OTIS ORCHARDS				
	01861	63.3		IRVIN		2MT CTC		
			3.3					
	01865	66.6		PARKWATER	XY			
			1.5					
	01866	68.1		YARDLEY	BMTX(2)Y			
			1.6					
		69.7		NAPA ST	MJX(2)Y			
			1.9			DT ABS		
		71.5						
	01870	0.0		SPOKANE	BXY			
			1.0					
	01877	1.1		SUNSET JCT	JX(2)Y			
			0.8					
	01878	1481.6		LATAH JCT	J			
			3.4					
11,537	12005	370.3		OVERLOOK				
			4.2					
4,027	12008	367.1		SCRIBNER	X			
			2.0			CTC		
	12009	365.8		UP JCT	J			
			0.5					
	63009	11.8		LAKESIDE JCT	J			

AAR Radio Channel No. 76 in service on this Subdivision.  
AAR Radio Channel No. 70 in service Lakeside Jct to UP Jct

Dispatcher Radio Call-in:	
Sandpoint East-48	Sandpoint West-49

#### Emergency Train Dispatcher Call - 911

#### 1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Sandpoint Jct to Lakeside Jct .....	79 MPH.	60 MPH.

#### 1(B). Speed - Permanent Restrictions

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.

**1(C). Speed – Switches and Turnouts**

Through dual control turnouts at following locations:

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

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

**1(D). Speed – Other**

On sidings at following locations:

Cocolalla .....	25 MPH.	25 MPH.
Athol .....	30 MPH.	30 MPH.
Ramsey	Rathdrum	
Otis Orchards	Overlook	
Sandpoint Jct .....	35 MPH.	35 MPH.
	<b>Up to 100</b>	<b>Over 100</b>
	<b>Tons/OB</b>	<b>Tons/OB</b>
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.

**Six axle locomotives and derricks**–not permitted as follows:

1. On Erie Street industry tracks
2. On S.I. industry tracks

**3. Method 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

**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

When entering main track to move against the current of traffic from a control signal indication, no written permission is required.

When entering main track from any location other than a control signal, written OCS permission is required.

See BNSF System Special Instructions, Rule 17.1.

OCS permission may be obtained by:

- Written OCS
- Signal indication of a controlled signal
- Verbal permission

**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.

**Test Mile Locations—**MP 0.0 to MP 1.0, MP 53.0 to MP 54.0

**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)
Granite	MP 22.6 (EWD)
Velox	MP 60.1 (WWD)

**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—**

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 with notification 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. Line Segments—**

**Yard Line Segments—**

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

**Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
45	Sandpoint to Spokane
46	Spokane to Sunset Jct.
37	Sunset Jct to Latah Jct.
47	Latah Jct. to Lakeside Jct.

**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					Track Diagram	↑ EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.			
		01878	1481.6	LATAH JCT	J		
	7,442	01883	1489.8	LYONS		CTC	
	6,930	01893	1499.3	ESPANOLA			
	7,532	01905	1510.8	EDWALL			
		01914	1520.2	BLUESTEM			
		01922	1527.7	HARRINGTON	X	DT ABS TWC	
		01937	1542.9	LAMONA			
	9,232	01947	1553.2	ODESSA			
	9,552	01959	1565.6	GIBSON			
	8,794	01970	1577.0	WILSON CREEK			
	10,794	01983	1588.6	ADRIAN			
		01993	1599.3	EPHRATA			
	10,360	01998	1603.8	NAYLOR		CTC	
	10,398	02009	1615.5	QUINCY			
	7,856	02020	1628.8	TRINIDAD			
	8,154	02030	1635.0	COLUMBIA RIVER			
		02035	1640.1	ROCK ISLAND			
	5,000	02038	1643.3	MALAGA			
		02044	1650.2	WENATCHEE	BJY ABS		

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

Dispatcher Radio Call-In:		
Lyons-19	Edwall-20	Harrington-21
Odessa-24	Wilson Creek-25	Ephrata-26
Wenatchee East-27	Trinidad -51	

### Emergency Train Dispatcher Call- 911

#### 1. Speed Regulations

##### 1(A). Speed - Maximum

	Passenger	Freight
Latah Jct to Wenatchee	79 MPH.	60 MPH.

##### 1(B). Speed - Permanent Restrictions

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.

**1(C). Speed – Switches and Turnouts**

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.

**1(D). Speed – Other**

On sidings at the following locations:

Lyons	Espanola		
Edwall	Odessa		
Gibson	Wilson Creek		
Adrian	Naylor		
Quincy	Trinidad		
Columbia River	Malaga	30 MPH.	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:**

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  
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.

**Yard Limits—in effect:**

Wenatchee MP 1646.7 to MP 1650.2  
 Trains and engines must obtain permission from the yardmaster at Wenatchee or other designated employee 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 15.1**—Trains Operating between Latah Jct and Wenatchee must receive track warrant endorsed "Seattle East" prior to departure from initial station.

**Test Mile Locations**—MP 1497.0 to MP 1498.0, MP 1612.0 to MP 1613.0

**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 1543.2  
 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—None**

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. Line Segments—****Road Line Segments—**

Line Segment	Limits
37	Latah Jct to Wenatchee

## 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 ↓	Lakeside Subdiv MAIN LINE STATIONS					Method of Oper.	Track Diagram	↑ EAST WARD
	Length of Siding In Feet	Station Nos.	Mile Post Location					
		01877	1.1	SUNSET JCT	J			
	12,641	63002	2.6	EMPIRE				
		63007	9.3	MARSHALL	JT			
		63009	11.8	LAKESIDE JCT	J			
	5,711	63014	16.6	CHENEY	JT			
	8,100	63019	19.8	BABB				
	8,100	63028	29.7	FISHTRAP				
	8,100	63040	42.4	SPRAGUE				
	6,277	63048	51.1	KEYSTONE				
	8,100	63054	57.8	TOKIO				
	5,658	63062	64.9	RITZVILLE				
	8,100	63072	72.5	PAHA		CTC		
	6,441	63079	80.5	LIND				
	8,100	63082	84.9	SAND				
	5,753	63087	88.6	PROVIDENCE				
	9,000	63090	92.4	BEATRICE				
	8,100	63096	97.7	CUNNINGHAM				
	8,110	63108	109.7	CONNELL	J			
	8,100	63113	114.9	CACTUS				
	6,784	63117	118.2	MESA				
	8,100	63124	126.3	ELTOPIA				
	8,100	63135	137.0	GLADE				
		12143	145.6	PASCO	BMJTY	ABS		

AAR Radio Channel No. 70 in service on this Subdivision.  
From MP 1.1 to MP 11.8 AAR Radio Channel 76 in service.

Dispatcher Radio Call-in:	
Hill-61	Lind-62
Connell-63	Richland-64

Emergency Train Dispatcher Call - 911.

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Sunset Jct to Pasco	79 MPH.	60 MPH.

1(B). Speed - Permanent Restrictions

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.

**1(C). Speed – Switches and Turnouts**

Through switches and dual control turnouts at the following locations:

Cheney	10 MPH.	10 MPH.
Babb, Fishtrap	25 MPH.	25 MPH.
Lakeside Jct	Sprague	
Tokio	Paha	
Sand	Cunningham	
Connell	Cactus	
Eltopia	Beatrice	35 MPH. 35 MPH.
Glade Siding		25 MPH. 25 MPH.
Through crossover Marshall to Scribner	25 MPH.	25 MPH.

**1(D). Speed – Other**

Head end westward trains or engines leaving siding over

Clark St. Crossing MP 110.0 Connell	25 MPH.	25 MPH.
Mesa to Basin City		20 MPH.

On sidings at the following locations:

Cheney	10 MPH.	10 MPH.
Babb, Fishtrap	25 MPH.	25 MPH.
Lakeside Jct	Sprague	
Tokio	Paha	
Sand	Cunningham	
Connell	Cactus	
Eltopia	Beatrice	35 MPH. 35 MPH.
Glade Siding		25 MPH. 25 MPH.
On other sidings	12 MPH.	12 MPH.

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

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  
**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 93.2 Switch, West Old Beatrice siding  
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.  
**Test Mile Locations–**MP 35.0 to MP 36.0, MP 132.0 to MP 133.0
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; City lead in Zone 3 and 4, from fouling point of switch at MP 231.1 including lead tracks and switches to industries, down to Port of Pasco owned track. See GCOR Rule 6.12.
7. **Special Conditions–**  
**Pasco–**All trains arriving Pasco will use BNSF radio channel No. 70 to communicate with Pasco operator and yardmaster when requesting a yard track. After requesting yard tracks, obtain permission from Pasco Tower before entering yard.  
All outbound trains will secure verbal authority from Pasco operator before moving from yard track.

**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.

**Ritzville**—When spotting the elevator do not leave any cars between Jefferson and Adams Streets (the two west crossings).

**Crew Switching at CFI Industries**—All crews switching at CFI Industries at Tokio must be equipped with a half mask respirator (equipped with ammonia cartridges) and goggles. This half mask and goggles may be worn with prescription glasses.

Any employee called for Trains 613/612 who has not been fitted for a respirator must report to work one-half hour early, clean shaven in order to be properly fitted with a respirator and goggles

**Following Locations Exceed 1% Grade—**

MILEPOST	PERCENT OF GRADE
MP 3.0 to MP 8.8	(Includes 1.25% Ascending Empire)
MP 10.8 to MP 11.1	1.06% Ascending
MP 12.5 to MP 14.0	1% Ascending
MP 32.0 to MP 34.5	1.06% Ascending
MP 38.0 to MP 40.0	1.06% Descending
MP 78.4 to MP 78.7	1% Descending
MP 90.0 to MP 95.0	1% Descending
MP 96.5 to MP 97.1	1% Descending

**Track out of Service—**

Mesa—MP 0.0 to Basin City—MP 10.0

**8. Line Segments—**

Yard Line Segments—

Line Segment	Limits
684	Cactus

Road Line Segments—

Line Segment	Limits
46	Sunset Jct to Pasco

**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 Tokio—C&F Ind	2.6 east of Tokio	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.	Mile Post Location	Kettle Falls Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			1476.7	NAPA ST	MJXR			
		61972	1473.0	HILLYARD				
		61968	1468.1	MEAD				
		61963	13.8	DEAN				
1,350	62012	26.4X	DEER PARK					
2,180	62025	38.4X	LOON LAKE					
4,200	62043	56.5X	VALLEY					
2,500	62050	64.2X	CHEWELAH					
1760	62073	87.1	COLVILLE					
		95.6						
	62081	0.0	KETTLE FALLS	BJTR	TWC			
	62204	4.4	WEST KETTLE FALLS					
1,290	62212	11.8	BOYDS					
1,800	62217	17.2	BARSTOW					
1,750	62222	22.3	DULWICH					
		34.4						
600	62234	34.4	LAURIER, WA.					
	62246	47.0	GRAND FORKS, B.C.	R				
		48.8						
600	62249	48.8	DANVILLE, WA.					
900	62259	59.0	CURLEW					
1,200	62276	75.3	TORBOY	R				
	62227	76.5	SAN POIL	R				

AAR Radio Channel No. 76 in service on this subdivision.

Dispatcher Radio Call-in:

Monumental Mountain-10

Emergency Train Dispatcher Call – 911

1. Speed Regulations

1(A). Speed – Maximum

Freight

Napa St. to Kettle Falls ..... 40 MPH.

1(B). Speed – Permanent Restrictions

MP 1476.7 to MP 1475.4	10 MPH.
MP 1475.4 to MP 1470.4	25 MPH.
MP 1470.4 to MP 13.8	35 MPH.
MP 13.8 to MP 18.6X	25 MPH.
MP 18.6X to MP 22.3X	10 MPH.
MP 22.3X to MP 35.3X	25 MPH.
MP 35.3X to MP 36.0X	10 MPH.
MP 36.0X to MP 63.8X	25 MPH.
MP 63.8X to MP 64.8X	20 MPH.
MP 64.8X to MP 68.2X	35 MPH.
MP 68.2X to MP 74.2X	25 MPH.
MP 74.2X to MP 78.5	30 MPH.

- |                                       |         |
|---------------------------------------|---------|
| MP 87.0 to MP 88.3 .....              | 25 MPH. |
| MP 92.8 to MP 94.1 .....              | 25 MPH. |
| MP 94.1 to MP 95.6 .....              | 20 MPH. |
| <b>Kettle Falls to San Poil</b> ..... | 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. |
- 1(C). **Speed – Switches and Turnouts**
- |   |         |
|---|---------|
| Through all switches and turnouts .....                         | 10 MPH. |
| Mead, over switches and frogs on curves at Aluminum Plant ..... | 5 MPH.  |
- 1(D). **Speed – Other**
- |                  |         |
|------------------|---------|
| On sidings ..... | 10 MPH. |
|------------------|---------|
- Item 1A of system special instructions apply

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 ..... 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.
3. **Method 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.  
**Restricted 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–**  
**Test Mile Location–** MP 82.0 to MP 83.0  
**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–** BNSF 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.  
**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 BNSF. 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 other specified by special instructions, switches other than main track switches, when equipped with a lock, must 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)**—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.

**Kettle Falls**—Do not leave locomotives unattended and running within 800 feet of Juniper Street and Lowell's crossing.

**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 BNSF 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.

**Following Locations Exceed 1% Grade—**

MILEPOST		PERCENT OF GRADE	
MP 1.1	to MP 4.5	1.8%	Descending
MP 5.6	to MP 6.3	1.06%	Descending
MP 7.0	to MP 7.4	1.5%	Ascending
MP 8.0	to MP 8.3	1.5%	Descending
MP 8.5	to MP 9.0	1.2%	Descending
MP 10.6	to MP 10.8	1.06%	Descending
MP 11.0	to MP 11.5	1.59%	Ascending
MP 60.8	to MP 67.2	1.5%	Ascending

**8. Line Segments—**

Road Line Segments—

Line Segment	Limits
37	Napa St. to Mead
376	Mead to Kettle Falls
377	Kettle Falls to Laurier, WA
392	Laurier to Danville, WA
377	Danville, WA to San Poil

**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
61963 Dean Spur	At Dean	18	East
62073 Vaagen Bros. Spur	0.1 west of Colville	45	Both
62067 Arden	6.7 east of Colville	47	Both
62063 Met Chip	9.8 east of Colville	12	West
62059 Addy	9.1 west of Chewelah	17	Both
62042 Lane Mtn Silica Spur	1.0 east of Valley	29	Both
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	West
62211 Portland Cement Spur	5.9 west of West Kettle Falls	6	East
62219 Orient Lumber	2.0 west of Barstow	19	Both
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.	Mile Post Location	Nelson Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		62185	200.0	NELSON 5.5	BYZ			

BETWEEN TROUP JCT AND NELSON

CP RAIL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

	62180	194.5	TROUP JCT	Z	TWC	
	62151	184.8	SALMO	Z		
	62128	139.9	WANETA, B.C.	Z		
	62124	138.3	BOUNDARY, U.S.			
3,009	62115	129.5	NORTHPORT			
2,224	62105	120.0	DOLOMITE			
1,844	62092	105.6	EVANS			
	62081	95.6	KETTLE FALLS	BJTR		

AAR Radio Channel No. 76 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. Speed Regulations****1(A). Speed – Maximum****Freight**

Troup Jct to Kettle Falls ..... 25 MPH.

**1(B). Speed – Permanent Restrictions**

Troup Jct to MP 139.1 ..... 10 MPH.

MP 139.1 to MP 133.7 ..... 25 MPH.

MP 133.7 to MP 132.1 ..... 10 MPH.

MP 132.1 to MP 96.5 ..... 25 MPH.

**1(C). Speed – Switches and Turnouts—None****1(D). Speed – Other**

On Sidings ..... 10 MPH.

Item 1A system special instructions apply

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. Method of Operation—****TWC—in effect:**

Kettle Falls MP 96.5 to MP 139.8

**Yard Limits—in effect:**

MP 139.8 to Troup Jct MP 194.5

**Restricted Limits—in effect:**

Kettle Falls MP 95.6 to MP 96.5

**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—**BNSF 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 BNSF. 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 other specified by special instructions, switches other than main track switches, when equipped with a lock, must 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)—None****6. FRA Excepted Track—None****7. Special Conditions—**

**Northport—**Crews working the westbound Nelson local must wait until U.S. Customs officer clears the train at Northport before any switching is done at Northport.

**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 166.5 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.

**Kettle Falls**—Do not leave locomotives unattended and running within 800 feet of Juniper Street and Lowell's crossing.

**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.

**Following Locations Exceed 1% Grade—**

MILEPOST		PERCENT OF GRADE
MP 115.3	to MP 116.3	1.1% Descending
MP 151.2	to MP 151.6	1.5% Ascending
MP 152.6	to MP 153.2	1.01% Ascending
MP 153.6	to MP 156.4	1.35% Ascending
MP 156.9	to MP 157.1	1.31% Ascending
MP 158.0	to MP 159.2	1.23% Ascending
MP 162.1	to MP 165.0	1.11% Descending

**8. Line Segments—**

**Road Line Segments—**

Line Segments	Limits
391	Nelson to Boundary, U.S.A.
376	Boundary, U.S.A. to Kettle Falls

## 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	10.5 east of Waneta, B.C.	3	Both
62135 Fruitvale	9.6 east of Waneta, B.C.	27	East
62132 Equipment Spur	6.5 east of Waneta, B.C.	3	West
62130 Columbia Gardens	4.3 east of Waneta, B.C.	11	East
62129 Quirk	2.7 east of Waneta, B.C.	20	Both
62126 Dam Spur	0.5 east of Waneta, B.C.	9	East

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Newport Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram
		01803	1401.2	BOYER	JTR	TWC	
		01803	1401.9	NORTH SANDPOINT	TR		
6,209	01917	1415.7	LACLEDE				
	61925	1424.2	PRIEST RIVER				
6,765	61931	1431.3	NEWPORT	JR			

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

**1. Speed Regulations**

**1(A). Speed – Maximum**

**Freight**

Boyer to Newport ..... 25 MPH.

**1(B). Speed – Permanent Restrictions–None**

**1(C). Speed – Switches and Turnouts–None**

**1(D). Speed – Other**

On Sidings ..... 10 MPH.

Item 1A, System Special Instructions Apply

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 MP431.3.

**Restricted 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)–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. Line Segments**

Road Line Segments–

Line Segment Limits

37

Boyer to Newport

## 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



W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Coeur d' Alene Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ E A S T W A R D
		62713	12.2	COEUR d'ALENE	8.1	TR		
		62705	4.1	POST FALLS	1.9	R		
		82702	2.3	GRAND JCT	2.3	UR		
		01850	0.0	HAUSER JCT		JTR		

AAR Radio Channel No. 76 in service on this Subdivision.  
Emergency Train Dispatcher Call – 911

1. **Speed Regulations**

1(A). **Speed – Maximum**

**Freight**

Coeur d'Alene to Hauser Jct ..... 10 MPH.

1(B). **Speed – Permanent Restrictions–None**

1(C). **Speed – Switches and Turnouts–None**

1(D). **Speed – Other**

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:**

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. **Method of Operation–**

**Restricted 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)–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. **Line Segments**

Road Line Segments–

Line Segment	Limits
381	Coer d'Alene to Hauser Jct.

## 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 Huettler	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.	Mile Post Location	Oroville Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		66836	137.0	OROVILLE	40.8	R	TWC	
	3,386	66795	95.7	OMAK	4.2			
	2,857	66791	91.5	OKANOGAN	26.5			
	2,549	66764	65.0	BREWSTER	6.2			
	5,710	66758	58.9	PATEROS	20.0			
		66738	38.9	CHELAN	18.5			
		66720	20.4	ENTIAT	17.1			
		66702	3.3	OLDS	0.7	Y		
			2.6/				ABS TWC	
			1652.8	OLDS JCT	2.6	MJY		
		02044	1650.2	WENATCHEE		BJXY		

**BNSF Radio Channel No.66 in service on this Subdivision.**  
**Seattle East Dispatcher- 1-800-285-0061 or 625-6620**  
**Emergency Train Dispatcher Call - 911**

**1. Speed Regulations**

- 1(A). Speed - Maximum** **Freight**  
 Oroville to Wenatchee ..... 40 MPH.
- 1(B). Speed - Permanent Restrictions**  
 MP 33.4 to MP 35.4 ..... 25 MPH.  
 MP 58.2 to MP 59.1 ..... 25 MPH.  
 MP 67.6 to MP 68.2 ..... 25 MPH.  
 MP 90.0 to MP 136.0 ..... 25 MPH.  
 MP 136.0 to MP 137.0 ..... 10 MPH.
- 1(C). Speed - Switches and Turnouts-None**
- 1(D). Speed - Other**  
 On sidings ..... 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:**

Oroville to Wenatchee ..... 134 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.  
 Six axle locomotive and derricks not permitted between Oroville and Olds Jct.

**3. Method of Operation-**

**ABS-in effect:**

Wenatchee MP 1650.2 to Olds MP 3.0

**TWC-in effect:**

Wenatchee MP 1650.2 to Oroville MP 137.0

**Yard Limits-in effect:**

Wenatchee MP 1650.2 to MP 5.9

Trains and Engines must obtain permission from the yardmaster at Wenatchee or other designated employee before entering yard limits.

**Restricted Limits**—in effect:

MP 136.0 to end of track at Oroville

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees—**

**Olds Jct**—Maintenance of Way employees may occupy interlocking on verbal authority from train dispatcher. Train dispatcher must provide protection for movement until Maintenance of Way employee has reported clear of limits.

**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)—None****6. FRA Excepted Track—**

Between Wenatchee and Oroville: Oroville, all tracks east of MP 136; Riverside siding. See GCOR Rule 6.12.

**7. Special Conditions—**

**Janis**—Engines must not move over or under the car mover at Calcium Carbonate track at Janis, MP 115.5 account will not clear engine in either direction. Cars will be shoved in a westward direction only over the car mover. A blue strobe light has been installed on the top of the car mover, and when lit indicates loading is in progress, and cars must not be coupled into.

**Close Clearance** —May exist on all auxiliary tracks.**Watch for Rocks—**

Watch for falling rocks between MP 30 and MP 43

**8. Line Segments—**

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
387	Oroville to Wenatchee

**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
66832 Cordell Pit	4.3 west of Oroville	38	Both
66825 Ellisforde	11.0 west of Oroville	53	Both
66819 Tonasket	16.9 west of Oroville	18	East
66815 Janis	21.7 west of Oroville	48	Both
66804 Riverside	9.0 east of Omak	32	Both
66782 Malott	8.9 west of Okanogan	31	Both
66767 Chief Joseph	2.7 east of Brewster	34	Both
66763 Braker	1.2 west of Brewster	5	Both
66750 Wells Dam Spur	8.0 west of Pateros	40	East
66737 Chelan Falls	1.2 west of Chelan	36	Both
66707 Rocky Reach	4.2 east of Olds	46	West
66704 Welch	2.0 east of Olds	25	Both
66809 Barker	14.3 east of Omak	5	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Burbank Subdiv <b>BRANCH LINE</b> STATIONS			Method of Oper.	Track Diagram	↑ EAST WARD
		64869	65.3	RIPARIA	74.1	TY			
BETWEEN RIPARIA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.									
		64106	5.7	VILLARD JCT	2.1	JR			
		64104	4.0	BURBANK	1.2	R			
		12142	233.2	AINSWORTH JCT	2.8	R			
		12143	231.3	PASCO		BMJTXR			

BN Radio Channel No. 70 in service on this Subdivision.  
 Branch Line Dispatcher- 1-800-235-0064 or 625-6476  
 Emergency Train Dispatcher call - 911

1. **Speed Regulations**

- 1(A). **Speed - Maximum** **Freight**  
 Villard Jct to Pasco ..... 20 MPH.
- 1(B). **Speed - Permanent Restrictions**  
 MP 2.7 to MP 3.0 ..... 10 MPH.  
 Ainsworth Jct to East Pasco ..... 10 MPH.
- 1(C). **Speed - Switches and Turnouts-None**
- 1(D). **Speed - Other**  
 On sidings ..... 10 MPH.  
 Pasco - over Oregon Ave. .... 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:**

Villard Jct to Pasco ..... 134 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. **Method of Operation-**

**Restricted Limits-in effect:**

Villard Jct MP 5.7 to Pasco MP 231.3

**Locations Designated as Industrial Track-between:**

Ainsworth Jct MP 233.2 and East Pasco MP 235.5  
 GCOR Rule 6.28 applies.

**Interlockings and Drawbridges not Indicated at Station-**

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

Trains must not enter drawspan 75-foot approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy-rail inspection vehicles or motor cars until permission is obtained from Pasco Control Operator. Permission must not be requested until you are ready to occupy the bridge.

After obtaining permission, **train crews** will do the following:

1. Occupy 75-foot approach circuit with lead engine.
2. Wait twelve (12) minutes.
3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.

4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

If bridge **does not lower** after twelve (12) minutes:

1. Unlock case marked Train Crew Case, and follow instructions posted in case.

Hy-Rail Vehicles, on-track machinery, and motor cars must do the following after obtaining permission to use bridge:

1. Open case marked M/W Case, and follow instructions posted in case.

**Manual interlockings not using Track and Time (Rule 10.3) to protect MW employees**—Pasco—Maintenance of Way employees may occupy manual interlocking on verbal authority from Pasco operator. Pasco operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

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)—None**

6. **FRA Excepted Track—**

At Burbank, MP 4.1 lead off main track including Columbia Basin Steel. See GCOR Rule 6.12.

7. **Special Conditions—**

**Pasco**—All outbound trains must receive verbal authority from Pasco operator before moving from yard track.

All trains arriving Pasco must, after requesting yard tracks from the Pasco operator, receive permission from Pasco tower before entering yard.

Normal position of Big Barn switch on Walla Walla Main is to be lined for the Walla Walla Main.

**Pasco to Villard Jct.**—Trains must not occupy the main track between Pasco and Villard Jct. without the permission of the Pasco operator.

**Ainsworth Jct**—Normal position of Ainsworth Jct switch is to be lined for East Pasco.

**Villard Jct**—Signals governing the movement of trains over the dual control switch at Villard Jct. are controlled by the Union Pacific control operator.

**Handling 80 Feet or Longer Cars**—Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

**Train Inspections**—A member of inbound crews on through trains operating cabooseless 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.

**Close Clearance**—May exist on all auxiliary tracks.

8. **Line Segments—**

Yard Line Segments—

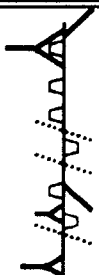
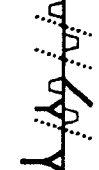

Line Segment	Limits
471	Pasco Hump
630	Pasco
631	Pasco WFE
435	Riparia

Road Line Segments—

Line Segment	Limits
450	Willard to Ainsworth Jct
47	Ainsworth Jct. to Pasco

9. **Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
64112 Attalia	6.3 east of Villard Jct	Yard	Both
12140 East Pasco	2.3 east of Ainsworth Jct		

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Palouse Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		63007	0.0	MARSHALL	JTR	TWC		
				26.9				
	2,502	63227	26.7	ROSALIA				
				10.9				
	1,643	63238	37.6	OAKESDALE	U			
				11.9				
	2,668	63250	49.4	GARFIELD	U			
				9.6		JR		
	1,368	63259	59.1	PALOUSE				
				16.6				
	3,845	63276	75.7	PULLMAN	UR			
				10.1		R		
		63286	85.9	MOSCOW				

AAR Radio Channel No. 76 in service on this Subdivision.  
Emergency Train Dispatcher Call - 911

### 1. Speed Regulations

#### 1(A). Speed - Maximum

Marshall to Moscow ..... Freight  
40 MPH.

#### 1(B). Speed - Permanent Restrictions

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.

#### 1(C). Speed - Switches and Turnouts-None

#### 1(D). Speed - Other

On sidings ..... 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. Method of Operation-

TWC-in effect:

Marshall MP 0.0 to Moscow MP 85.9

**Restricted 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 77.0
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)—None****6. FRA Excepted Track— None****7. Special Conditions—**

**Moscow—**Account rusty rail conditions automatic crossing signals at Highway 95 and Highway 8 may not function. 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. Line Segments—**

Road Line Segments—

Line Segment	Limits
384	Marshall to Moscow

**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
63232 McCoy	5.2 west of Rosalia	10	Both
63235 Flaig	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 ↓	W I M Subdiv BRANCH LINE STATIONS					↑ EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram	
		70048	47.0	BOVILL 35.8	R	
		70012	11.2	POTLATCH 11.2	BR	
		63259	0.0	PALOUSE	JR	

AAR Radio Channel No. 76 in service on this Subdivision.  
Emergency Train Dispatcher Call – 911

1. **Speed Regulations**

1(A). **Speed – Maximum**

**Freight**

Bovill to Palouse ..... 10 MPH.

1(B). **Speed – Permanent Restrictions–None**

1(C). **Speed – Switches and Turnouts–None**

1(D). **Speed – Other**

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. **Method of Operation–**

**Restricted 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)–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. **Line Segments–**

Road Line Segments–

Line Segment      Limits

396      Bovill to Palouse

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
70008 Kennedy Ford	3.1 west of Potlatch	31	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	C W Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		63014	0.0	CHENEY	JTR	TWC		
	1,420	62327	26.8	REARDAN				
	1,136	62341	41.7	DAVENPORT	T			
	1,252	62364	64.4	CRESTON				
	1,293	62374	74.4	WILBUR				
	1,442	62387	87.7	ALMIRA				
	552	62408	108.8	COULEE CITY	TR			

**AAR Radio Channel No. 76 in service on this Subdivision.  
Emergency Train Dispatcher Call – 911**

**1. Speed Regulations**

**1(A). Speed – Maximum**

**Freight**

Cheney to Coulee City ..... 25 MPH.

**1(B). Speed – Permanent Restrictions–None**

**1(C). Speed – Switches and Turnouts–None**

**1(D). Speed – Other**

All movements on other than main track must not exceed walking speed.  
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. Method of Operation–**

**TWC–** in effect:

Cheney MP 0.0 to Coulee City MP 108.8

**Restricted 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–**

**Test Mile Location–**MP 18.0 to MP 19.0

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

**5. Trackside Failed Equipment Detectors (FED)–None**

**6. FRA Excepted Track– NONE**

**7. Special Conditions–**

**Following Locations Exceed 1% Grade–**

MILEPOST		PERCENT OF GRADE	
MP 1.4	to MP 1.6	1.07%	Ascending
MP 17.1	to MP 17.6	1.2%	Ascending
MP 57.9	to MP 58.2	1.1%	Ascending
MP 58.2	to MP 59.1	1.2%	Ascending
MP 61.7	to MP 62.3	1.2%	Ascending

MP 73.0	to MP 74.1	1.2%	Descending
MP 83.1	to MP 83.3	1.2%	Descending
MP 87.95	to MP 88.3	1.5%	Ascending
MP 88.3	to MP 89.43	1.28%	Ascending
MP 89.3	to MP 90.1	1.2%	Ascending
MP 91.2	to MP 92.0	1.2%	Descending
MP 92.4	to MP 93.8	1.1%	Descending
MP 105.3	to MP 105.6	1.06%	Descending
MP 107.5	to MP 108.4	1.07%	Descending

**8. Line Segments-**

Road Line Segments-

<u>Line Segments</u>	<u>Limits</u>
378	Cheney to Coulee City

**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	9.1 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

**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	BNSF/CN Joint
		31	BNSF Canadian Yard Channel
		39	BCR Roberts Bank Line
		61	Joint BNSF/CN Townsend to Vancouver

Care must be taken not to use a 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
<b>Wayside Stations</b>		
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

## PHONE NUMBERS

37

### NETWORK OPERATIONS CENTER

<u>Dispatcher</u>	<u>WATTS</u>	<u>BN</u>	<u>Fax</u>
Havre West (Havre West through/including Whitefish East)	800-285-0056	234-1603	234-1604
Boyer East (Whitefish East to Sandpoint)	800-285-0057	234-1611	234-1612
Boyer West (Sandpoint to Lakeside and Latah Jct. and all branch lines except Oroville Subdivision)	800-285-0059	234-1609	234-1610
Seattle East (Latah Jct. to MP 8.0 in Seattle and the Oroville Subdivision)	800-285-0061	234-1615	234-1616
Wishram East (East Switch Wishram to Lakeside Jct.)	800-285-0062	234-1619	234-1620
N.W. Hi Line Chief (MP 8.0 in Seattle to Bainville, MT via Wenatchee)	800-285-0074	234-1626	234-1636
N.W. Coast Line Chief (Spokane West via Pasco)	800-285-0073	234-1625	234-1635
Operating A.C.D. (Grain issues)		234-1641	

### Terminal Operations – Spokane – 536-2270

R.H.	FOX	Supt. Terminal Operations	536-2258
C.J.	FROSCHER	Terminal Manager	536-2224
D.B.	JONES	Terminal Manager	536-2267
M.J.	KOSANDA	Terminal Manager	536-2614
R.W.	GAY	Terminal Trainmaster	536-2341
S.A.	HOLLENBECK	Terminal Trainmaster	536-0118
D.R.	WILKERSON	Terminal Trainmaster	536-2317

### Terminal Operations – Pasco – 546-3257

R.J.	CONKLIN	Supt. Terminal Operations	546-3252
G.J.	KONECNY	Terminal Manager	546-3257
D.G.	VERITY	Terminal Manager	546-3257
D.L.	KAYSER	Terminal Trainmaster	546-3270
R.R.	KOELLNER	Terminal Trainmaster	546-3270
H.E.	YEADON	Terminal Trainmaster	546-3270
P.R.	BLACK	Terminal Trainmaster	546-3270
D.R.	SANFORD	Genl. Foreman Cars	546-3297
L.C.	ARKLE	Asst. Genl. Foreman Locos.	546-3210

### Washington Division

J.T.	LABBERTON	Trainmaster	Spokane	536-6924
S.A.	BATES	Trainmaster	Spokane	536-6925
		Trainmaster	Kettle Falls	536-2450
Y.S.	SOLOMOU	Trainmaster	Wenatchee	664-2246
D.L.	THAYER	Road Foreman	Spokane	536-2527
R.D.	CARTWRIGHT	Road Foreman	Spokane	536-2526
K.P.	BARKER	Director Administration	Spokane	536-6910
D.M.	STEINBACHER	Manager, Safety and Rules	Spokane	536-2291
E.A.	BOUNOUS	General Roadmaster	Spokane	536-2252
S.A.	ALBUS	Roadmaster	Ephrata	664-2356
J.	ESPINOSA	Roadmaster	Pasco	546-3290
C.A.	CHRIST	Roadmaster	Spokane	536-2306
L.K.	VALLONE	Roadmaster	Spokane	536-2235
A.K.	OLSON	Roadmaster	Kettle Falls	536-2520
J.E.	WEATHERD	Roadmaster	Wenatchee	664-2249
J.L.	CHICKS	Roadmaster	Spokane	536-6920
W.L.	OLIN	Genl. Foreman Cars	Spokane	536-2342
T.L.	CARROLL	Mechanical Foreman	Wenatchee	664-2229