

Division Managers

Bonnors Ferry

A.K. OLSON Roadmaster 536-2375

Ephrata

S.A. ALBUS Roadmaster 664-2356

Kettle Falls

K.J. ABEYTA Roadmaster 536-2520

D.E. ROBERTSON Trainmaster 536-2450

Pasco

R.S. BARTHOLOMEW .. Road Foreman 546-3391

M.L. BELL Terminal Trainmaster 546-3270

D.K. BOSSOLONO Genl. Foreman Cars & Locos. 546-3297

J. ESPINOSA Roadmaster 546-3290

B.G. GELLNER Terminal Trainmaster 546-3270

J.R. HOMMERDING Supt. Terminal Operations 546-3252

R.R. KOELLNER Terminal Trainmaster 546-3270

S.L. SWEETWOOD Terminal Trainmaster 546-3270

C.R. THOMPSON Terminal Trainmaster 546-3270

D.G. VERITY Asst. Terminal Supt. 546-3219

H.C. ZACHAU Terminal Trainmaster 546-3270

Spokane

K.P. BARKER Community Projects Mgr. 536-2464

E.A. BOUNOUS Division Engineer 536-2252

R.D. CARTWRIGHT Road Foreman 536-2526

J.L. CHICKS Roadmaster 536-2235

C.A. CHRIST Roadmaster 536-2306

C.J. FROSCHEISER Supt. Operations 536-2224

R.W. GAY Terminal Trainmaster 536-2492

P.G. GRAY Trainmaster 536-6925

D.L. KAYSER Terminal Mgr./Dir. Administration.. 536-6910

J.T. LABBERTON Trainmaster 536-6924

B. LEAVITT Road Foreman 536-2527

D.A. LEE Asst. Terminal Supt. 536-2258

M. MYDLAND-DUNCAN.. Terminal Trainmaster 536-2492

R.L. PERDUE Asst. Division Engineer 536-2545

S.M. ROTH Terminal Trainmaster 536-2492

I.V. SANDOVAL Roadmaster 536-6920

D.C. SHEPERD Roadmaster 536-2434

L.K. VALLONE Manager, Safety and Rules 536-2291

D.R. WILKERSON Terminal Trainmaster 536-2492

Whitefish

D.L. SCHUCH Terminal Manager 863-0257

R.D. McMULLEN Trainmaster 863-0228

G.J. SMITH Roadmaster 863-0253

BNSF



Washington Division

Timetable No. 3

IN EFFECT AT 0001

Pacific Continental Time

Mountain Continental Time between

Sandpoint Jct. and Whitefish

Sunday, August 15, 1999

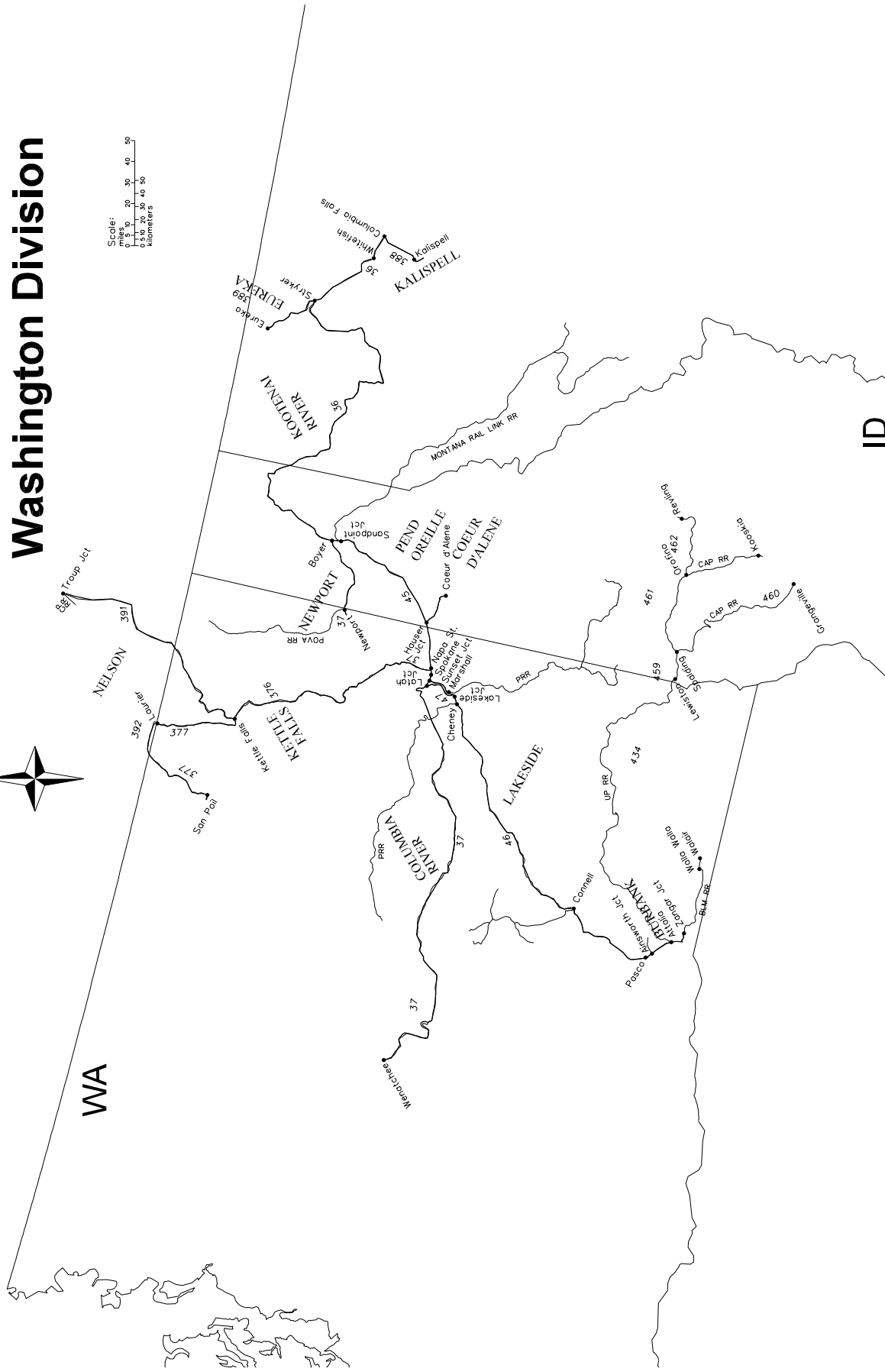
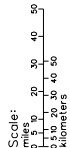
Division Superintendent

Kelly Duryea

Spokane, Washington

(509) 536-2257

The Burlington Northern and Santa Fe Railway Company Washington Division



WA

ID

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Burbank Subdivision BRANCH LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		64869	65.3	RIPARIA	TY		74.1	
BETWEEN RIPARIA AND VILLARD JCT., UNION PACIFIC RULES AND TIMETABLE GOVERN.								
	64106	5.7	VILLARD JCT.	JY	450		2.1	
	64104	4.0	BURBANK	Y			1.2	
	12142	2.7 233.2	AINSWORTH JCT.	Y	47		2.8	
	12143	231.3	PASCO	BMJTX			6.1	

Radio Channel No. 70 in service.

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

Villard Jct. to Pasco	Freight 20MPH.
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1(B). Speed—Permanent Restrictions

MP 231.3 to MP 233.2	10 MPH.
MP 2.7 to MP 3.0	10 MPH.
Ainsworth Jct. to Martindale	10MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

On sidings	10 MPH.
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Item 1(A) of the 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 Burbank	134 tons, Restriction G
Burbank to Pasco	143 tons, Restriction D

3. Type of Operation

Yard Limits—in effect:

Villard Jct. MP 5.7 to Ainsworth Jct. MP 2.7

Locations Designated as Industrial Track—between:

Pasco MP 231.3 and Ainsworth Jct. MP 233.2
Ainsworth Jct. MP 233.2 and Martindale MP 242.0
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 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 the 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 Warning Detectors (TWD)—None

6. FRA Excepted Track

At Burbank, MP 4.1, the lead off the main track including all industry tracks. In addition, 5 MPH speed signs are posted in isolated areas are subject to vandalism. Train crews not familiar with speed sign locations should operate not to exceed 5 MPH on all tracks, especially Columbia Basin Steel tracks due to extreme track curvature.

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 or industrial 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-foot 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 the outbound crew of the condition of the train, unless the outbound crew will not be immediately available or the 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 Villard Jct. to Ainsworth Jct.
- 47 Ainsworth Jct. to Pasco

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity	Switch Opens
64112 Attalia	6.3 east of Villard Jct.	Yard	Both
64113 Wallula	7.3 east of Villard Jct.	Yard	Both
12140 East Pasco	2.3 east of Ainsworth Jct.		

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Coeur d'Alene Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS					
		62713	12.2	COEUR d'ALENE	TR		381	8.1	
		32705	4.1	POST FALLS	R			1.9	
		82702	2.3	GRAND JCT.	UR			2.3	
		01850	0.0	HAUSER JCT.	JTR			12.3	

Radio Channel No. 66 in service.

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (800) 234-1610

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

Coeur d'Alene to Hauser Jct. **Freight** 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, Restriction G

Six-axle locomotives and derricks not permitted.

3. Type 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 Warning Detectors (TWD)—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 Coeur 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 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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Columbia River Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		01878	1481.6	LATAH JCT.	J				7.8	
	7,442	01883	1489.8	LYONS			CTC	37	9.5	
	6,930	01893	1499.3	ESPANOLA					12.2	
	7,532	01905	1510.8	EDWALL				9.1		
		01914	1520.2	BLUESTEM			DT ABS	7.5		
		01922	1527.7	HARRINGTON	X			15.1		
		01937	1542.9	LAMONA				10.2		
	9,232	01947	1553.2	ODESSA			CTC	12.5		
	9,552	01959	1565.6	GIBSON				10.4		
	8,794	01970	1577.0	WILSON CREEK				13.1		
	10,794	01983	1588.6	ADRIAN				10.0		
		01993	1599.3	EPHRATA				5.1		
	10,360	01998	1603.8	NAYLOR				11.2		
	10,398	02009	1615.5	QUINCY				10.8		
	7,856	02020	1626.6	TRINIDAD				9.3		
	8,154	02030	1635.0	COLUMBIA RIVER				5.6		
		02035	1640.1	ROCK ISLAND				3.3		
	5,000	02038	1643.3	MALAGA				6.9		
		02044	1650.2	WENATCHEE	BJY	ABS		169.6		

Radio Channel No. 66 in service.

Radio Call-In		
Lyons - 19(X)	Edwall - 20(X)	Harrington - 21(X)
Odessa - 24(X)	Wilson Creek - 25(X)	Ephrata - 26(X)
Wenatchee East - 27(X)	Trinidad - 51(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-1615 or (800) 285-0061, Fax (817) 234-1616
 Monday through Friday 0800-1600 PST—(817) 234-1649,
 Fax (817) 234-1616

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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 the following locations:
 Columbia River and Malaga 35 MPH. 35 MPH.
 Lyons Espanola
 Edwall Odessa
 Gibson Wilson Creek
 Adrian Naylor
 Quincy Trinidad 30 MPH. 25 MPH.
 End of double track Lamona and Bluestem 35 MPH. 35 MPH.
 Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed.

Up to 100 TOB Over 100 TOB

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:
 Columbia River and Malaga 35 MPH. 35 MPH.
 Lyons Espanola
 Edwall Odessa
 Gibson Wilson Creek
 Adrian Naylor
 Quincy Trinidad 30 MPH. 25 MPH.

Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 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, Restriction B

 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, Celite 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

Rule 9.14 and 9.15—in effect:

Bluestem MP 1520.6 to Lamona MP 1541.6

Trains moving westward on Main 1 or eastward on Main 2 will not require track permit 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—in effect 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. When operating against the current of traffic between Bluestem and Lamona, the distance will be 1.5 miles.

Test Mile Locations

MP 1497.0 to MP 1498.0
 MP 1612.0 to MP 1613.0

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 1622.2 (DED Only)—WWD only
 MP 1624.2 (DED Only)
 MP 1638.1 (DED Only)—WWD only

B. Other TWD locations

MP 1495.9—Recall Code 198
 MP 1519.3—Recall Code 208
 MP 1543.2—Recall Code 218
 MP 1555.8—Recall Code 248
 MP 1580.2—Recall Code 258
 MP 1607.9—Recall Code 268
 MP 1622.2 (DED Only)—EWD only
 MP 1633.6—Recall Code 518
 MP 1638.1 (DED Only)—EWD 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.

Derail in place 700 feet west of the East House Lead Switch.
 Derail installed 700 feet west of the House Lead Switch.

Grade Locations—Locations with a grade equal to or greater than 1%:

MP 1482.3 to MP 1484.5—1% ascending
 MP 1486.8 to MP 1489.9—1% ascending
 MP 1594.6 to MP 1596.2—1% ascending
 MP 1623.5 to MP 1632.5—1.04% descending

In the application of hand brakes, nothing between Latah Junction and Wenatchee exceeds 1% grade.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

MP 1511.4 to MP 1512.4
 MP 1503.0 to MP 1504.0

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
01913 Bluestem Elevator	0.1 east of Bluestem	52	Both
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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Eureka Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	4,946	01631	1248.5	STRYKER	JTR				11.5	
	2,667	61663	1260.6	FORTINE			TWC	389	11.7	
	3,370	61675	1273.0	EUREKA	R				23.2	

Radio Channel No. 54 in service.

Train Dispatcher Phone Numbers

(817) 234-1611, (800) 285-0057, Fax (817) 224-1612

1. Speed Regulations

1(A). Speed—Maximum

Stryker and Eureka **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

MP 1251.4 to MP 1251.6 10 MPH.
MP 1256.1 to MP 1256.4 10 MPH.
MP 1271—end of track 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Eureka, Gwynn Lumber Industry Track 5 MPH.
All sidings 10MPH.
Item 1(A) of the 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
Stryker to Eureka 143 tons, Restriction D

Six-axle locomotives not permitted between MP 1250.0 and MP 1272.5 and west leg of wye at Stryker.

3. Type of Operation

TWC—in effect:
Stryker to Eureka

Trains operating between Stryker and Eureka must receive track warrant from Boyer East dispatcher.

Restricted Limits—in effect:
Stryker MP 1248.5 to MP 1250.0
Eureka MP 1270.0 to MP 1272.5

Maintenance of Way—Recorded train location line-up
available on this subdivision.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Eureka—West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.

Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:
MP 1268.3
MP 1269.0

8. Line Segments

Road Line Segments

Line Segment Limits

389..... Stryker to Eureka

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
61669 Tobacco	5.2 west of Fortine	60	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kalispell Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		01593	1211.7	COLUMBIA FALLS	R				5.4	
	2,840	61605	1217.1	LASALLE			TWC	388	9.0	
		61617	1226.1	KALISPELL	R				14.4	

Radio Channel No. 70 in service.

Train Dispatcher Phone Numbers

(817) 234-1611, (800) 285-0057, Fax (817) 234-1612

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Columbia Falls and Kalispell	25 MPH.

1(B). Speed—Permanent Restrictions

MP 1212.0 to MP 1213.1	10 MPH.
MP 1224.6 to MP 1231.2	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Kalispell, over Main Street Crossing 5 MPH.
 Lasalle siding 10 MPH.
 Item 1(A) of the System Special Instructions applies.
 Bridge 1224.1, Bridge 1224.4, cars heavier than 134 tons 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

Columbia Falls to Kalispell 143 tons, Restriction B

Six-axle locomotives and derricks not permitted beyond MP 1212.8 and north leg of wye Columbia Falls.

3. Type of Operation

TWC—in effect:

Columbia Falls to Kalispell

Trains operating between Columbia Falls and Kalispell must receive track warrant from Boyer East dispatcher.

Restricted Limits—in effect:

Columbia Falls MP 1212.0 to MP 1212.8
 Kalispell MP 1224.5 to end of Subdivision MP 1231.3

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

Columbia Falls—Trains must not enter main track on Hi Line Subdivision until permission is received from train dispatcher.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

MP 1227.5 to MP 1231.2

7. Special Conditions

Unity Spur, MP 1224.8—Positive communication between crew members and Still Water Forest Products is required before occupying Chip Spur Track to ensure chip loading process is stopped or will not be initiated. (Spins 330224 and 330223)

Cars are not to be shoved past the chipper at Stillwater Forest Products. Cars are to be cut off and left to be spotted by Stillwater Forest Products employees.

Kalispell Yard—West Kalispell yard switch tracks No. 1 and No. 2 must not be used when cars are standing across from said switches or expected to be moved through area on adjacent runaround track. All movements within this area must be clear before attempting to line west yard tracks No. 1 and No. 2.

Train approaching Kalispell highway crossing signal Meridan Road, MP 1226.75, must stop at stop signs when crossing signals are activated before proceeding over crossing.

8. Line Segments

Road Line Segments

Line Segment Limits

388 Columbia Falls to Kalispell

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
60610 Assoc. Seed Growers	10.8 from Columbia Falls	6	East
61611 Mont Saw Service Co.	11.1 from Columbia Falls	5	East
61612 C&C Plywood Corp.	11.8 from Columbia Falls	27	Both
61613 Northwestern Lbr. Co.	13.0 from Columbia Falls	47	East
61614 Carter Oil Co.	13.1 from Columbia Falls	9	East
61617 Timberline Lumber	MP 1222.0	12	East
61617 Try City Lumber	MP 1222.3	6	East
61617 Log Spur	MP 1222.4	14	East
61617 PC Stud Mill	MP 1223.0	10	East
61617 PC Plywood	MP 1223.5	31	Both
61617 Unity Spur	MP 1224.7	39	East
61617 Pacific Steel	MP 1224.8	7	East
Cenex Spur	MP 1225.7	10	East
Interchange	MP 1227.2	12	West
61617 Swallow Grain	MP 1231.2	6	East
61619 Monarch Lbr. Co.	19.6 from Columbia Falls	8	East
61622 Balls Crossing on Spur	20.1 from Columbia Falls	11	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kettle Falls Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			1476.7	NAPA ST.	MJXR			3.7	
		61972	1473.0	HILLYARD			37	4.9	
		61968	1468.1	MEAD				4.2	
		61963	13.8	DEAN				12.6	
	1,250	62012	26.4X	DEER PARK				12.0	
	2,180	62025	38.4X	LOON LAKE			376	18.1	
	4,200	62043	56.5X	VALLEY				7.7	
	2,500	62050	64.2X	CHEWELAH				22.9	
	1,760	62073	87.1	COLVILLE				8.5	
		62081	0.0 95.6	KETTLE FALLS	BJTR	TWC		4.7	
		62204	4.4	WEST KETTLE FALLS	R			7.4	
	1,290	62212	11.8	BOYDS			377	5.4	
	1,800	62217	17.2	BARSTOW				5.1	
	1,750	62222	22.3	DULWICH				12.1	
	600	62234	34.4	LAURIER, WA	R			12.6	
		62246	47.0	GRAND FORKS, BC	R		392	1.8	
	600	62249	48.8	DANVILLE, WA				10.2	
	900	62259	59.0	CURLEW				16.3	
	1,200	62276	75.3	TORBOY	R		377	1.2	
		62227	76.5	SAN POIL	R			171.4	

Radio Channel No. 76 in service.

Radio Call-In
Monumental Mountain - 10(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

Napa St. to Kettle Falls	Freight 40 MPH.
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1(B). Speed—Permanent Restrictions

MP 1476.7 to MP 1475.4	10 MPH.
MP 1467.0 to MP 1466.2	25 MPH.
MP 1466.2 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 86.4 to MP 88.3	25 MPH.
MP 92.8 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.

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 1(A) of the System Special Instructions applies.

Temperature Restrictions

Between Napa Street and Kettle Falls, all train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 80 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

Item 1(A) of the System Special Instructions is in effect while complying with the above temperature restriction.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

San Poil to Kettle Falls 143 tons, Restriction E
Kettle Falls to Napa St. 143 tons, Restriction D
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

Restricted Limits—in effect:

Napa St. MP 1476.7 to MP 1467.0
Kettle Falls MP 93.5 to MP 95.6
Kettle Falls MP 0.0 to MP 5.0
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 27—Paragraph (b) and EXCEPTION not in effect on BNSF. A signal which is known or suspected as being damaged must be regarded as an imperfectly displayed signal.

Rule 35.1—In the application of Rule 35, the distance of at least 3000 yards is decreased to at least 2000 yards.

Rule 42 and 43—Signals will be 2 miles, instead of at least 3000 yards, in advance of the working point or the defect.

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.

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 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 Warning Detectors (TWD)—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

Hillyard—Derail in place on track 8 near MP 1471.

Between Valley and Dean—Trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 104.12.7.

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 setoff 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 60.8X to MP 67.2X	1.5% Ascending

Hillyard—Derail on Track 8 near MP 1471.

Mountain Grade Instructions—When controlling train speed, limit the effective brake pipe reduction to 18 psi or less. If the train cannot be controlled with an effective brake pipe reduction of 18 psi or less, stop immediately and secure train.

Initiate an emergency brake application no later than 5 MPH above the maximum authorized speed whenever problems controlling speed occur.

In the event of a train separation, the following apply:

1. Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
2. If the locomotive brakes will not hold the train, and it is necessary to recharge the air brake system, set the required number of hand brakes or retainers to hold the train before attempting to release and recharge the air brake system.
3. As necessary, make repairs or set out bad order equipment. Do not attempt to recouple the train if the trailing tonnage exceeds the locomotives' tonnage rating.
4. After recoupling the train, release and recharge the air brake system. Do not release any handbrakes or retainers at this time.
5. After recharging the air brake system, make a service application to hold the train on the grade before releasing the handbrakes or retainers which had been applied.

Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

- MP 19.0X to MP 20.0X
- MP 45.8X
- MP 54.8X
- MP 62.0X to MP 62.4X
- MP 77.0X to MP 77.4X
- MP 82.0X to MP 82.2X
- MP 57.4 to MP 75.6

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kootenai River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		01601	1217.5	WHITEFISH	BTX(2)	2MT CTC	36	7.0	
	7,060	01607	1224.6	VISTA				6.4	
	9,325	01613	1231.1	LUPFER				11.2	
	9,711	01624	1243.3	RADNOR				7.1	
		01631	1249.3	STRYKER	JT			3.4	
	9,722	01636	1252.8	BRIMSTONE				10.7	
	9,763	01646	1263.5	TWIN MEADOWS				9.6	
	9,760	01656	1273.2	ROCK CREEK				9.0	
	9,730	01665	1282.2	WOLF PRAIRIE				7.9	
	10,344	01672	1290.0	TAMARACK				7.9	
	9,769	01683	1298.0	FISHER RIVER				8.9	
	10,799	01692	1306.9	RIVERVIEW				7.0	
	9,568	01710	1312.2	RIPLEY				7.2	
	10,510	01718	1319.6	LIBBY	B			11.0	
	8,641	01729	1331.3	KOOTENAI FALLS				7.2	
	14,286	01736	1337.9	TROY	T			6.7	
	11,082	01742	1343.3	YAKT				6.8	
	8,235	01749	1350.3	LEONIA				6.3	
	10,440		1356.6	KATKA				7.7	
		01763	1364.3	CROSSPORT				2.0	
			1366.3	CP 13663	X(2)	2MT CTC		2.1	
		01767	1368.4	BONNERS FERRY				11.4	
	9,577	01776	1379.8	NAPLES				7.4	
	9,912	01786	1387.4	ELMIRA				6.7	
	7,439	01793	1394.1	COLBURN				7.2	
	10,363		1401.3	BOYER	MJ			2.0	
		01798	1403.3	SANDPOINT JCT.	J			187.8	

Radio Channel No. 54 in service.

Radio Channel No. 87 in service in Whitefish Yard.

Radio Call-In		
Whitefish - 41(X)	East Portal Flathead Tunnel - 42(X)	Flathead Tunnel - 43(X)
Blue Mountain - 46(X)	West Portal Flathead Tunnel - 45(X)	Moyie Springs - 47(X)
Sand Point East - 48(X)	Sand Point West - 49(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-1611, (800) 285-0057, Fax (817) 234-1612

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Whitefish and Sandpoint Jct.	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 1217.5 to MP 1219.9	20 MPH.	20 MPH.
MP 1219.9 to MP 1220.5	35 MPH.	35 MPH.
MP 1220.5 to MP 1227.2	55 MPH.	50 MPH.
MP 1227.2 to MP 1230.8	60 MPH.	55 MPH.
MP 1230.8 to MP 1239.9	65 MPH.	
MP 1239.9 to MP 1242.5	60 MPH.	55 MPH.
MP 1246.5 to MP 1250.8	70 MPH.	

MP 1264.6 to MP 1272.1	50 MPH.	50 MPH.
MP 1279.5 to MP 1279.9	75 MPH.	
MP 1285.3 to MP 1285.9	75 MPH.	
MP 1296.6 to MP 1301.1	75 MPH.	
MP 1305.2 to MP 1324.8	60 MPH.	55 MPH.
MP 1324.8 to MP 1329.6	55 MPH.	50 MPH.
MP 1329.6 to MP 1333.5	45 MPH.	40 MPH.
MP 1333.5 to MP 1336.0	50 MPH.	45 MPH.
MP 1336.0 to MP 1339.8	60 MPH.	55 MPH.
MP 1339.8 to MP 1344.1	45 MPH.	40 MPH.
MP 1344.1 to MP 1363.2	35 MPH.	30 MPH.
MP 1363.2 to MP 1366.8	60 MPH.	55 MPH.
MP 1366.8 to MP 1371.3	50 MPH.	45 MPH.
MP 1371.3 to MP 1376.5	45 MPH.	40 MPH.
MP 1376.1 to MP 1376.5	40 MPH.	40 MPH.
MP 1376.5 to MP 1382.2	70 MPH.	
MP 1382.2 to MP 1384.2	50 MPH.	45 MPH.
MP 1401.2 to MP 1403.3	35 MPH.	35 MPH.

1(C). Speed—Switches and Turnouts

Whitefish West, trains or engines through turnout at end of two main tracks	35 MPH.	35 MPH.
Whitefish, through crossovers east of yard		
MP 1217.5 to MP 1217.7	35 MPH.	35 MPH.
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
Radnor	35 MPH.	35 MPH.
Trains entering turnouts at Yakt	35 MPH.	35 MPH.
Crossport	35 MPH.	35 MPH.
Bonnors Ferry—Trains over 100 TOB	40 MPH.	40 MPH.
Bonnors Ferry	50 MPH.	50 MPH.
CP 13663 (All turnouts)	40 MPH.	40 MPH.
Brimstone, trains departing siding through turnouts	25 MPH.	25 MPH.
Lupfer	35 MPH.	35 MPH.
Katka	35 MPH.	35 MPH.
Vista	25 MPH.	25 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.		

1(D). Speed—Other

Radnor siding	35 MPH.	35 MPH.
Yakt siding	35 MPH.	35 MPH.
Libby siding	10 MPH.	10 MPH.
Lupfer siding	35 MPH.	35 MPH.
Katka siding	35 MPH.	35 MPH.
Libby—Champion International Industry Tracks, wye and turnout	5 MPH.	5 MPH.
Bonnors Ferry—wye track	5 MPH.	5 MPH.
The following head end restrictions are in effect:		
Head end of westward trains:		
MP 1337.0 to MP 1337.5	60 MPH.	55 MPH.
Head end eastward trains, signal 1265.8		
Flathead tunnel with other than a clear aspect	35 MPH.	
On Fodge Spur (Bonnors Ferry)	5 MPH.	5 MPH.
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.		

Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Whitefish to Sandpoint Jct. 143 tons, Restriction B

Libby—Locomotives not permitted on Champion International Corp. wye track. Six-axle locomotives not permitted on house track.

Troy—Six-axle locomotives and six-axle derricks not permitted on wye tracks.

Bonnors Ferry—Six-axle locomotives and six-axle derricks not permitted on Idaho Timber industry tracks, Fodge Spur and the wye track.

3. Type of Operation

CTC—in effect:
Sandpoint Jct. (MP 1403.3) to Whitefish (MP 1217.5)

Two Main Track

MP 1217.5 to 1219.9
Crossport MP 1363.4 and Bonnors Ferry MP 1370.3

4. General Code of Operating Rules Items

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

Test Mile Location

Radnor WWD MP 1248.0—MP 1249.0
Radnor EWD MP 1244.2—MP 1245.2
Ripley MP 1311.95—MP 1312.95
Moravia MP 1373.0—MP 1374.0
Lupfer to Vista, WWD MP 1227.0—MP 1228.0

Rule 10.2—Following switches not equipped with electric locks:

Whitefish—West Lead switch (MP 1219.63)
Roundhouse switch (MP 1219.41)
Eastbound Crossover (MP 1219.4)
Westbound Crossover (MP 1219.35)
Industry Track (MP 1218.76)
East and West Industry Track Switches at Crossport (MP 1364.0, Main 1)

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 1258.1—WWD only—Recall Code 428
 - MP 1276.4—EWD only—Recall Code 458
 - MP 1315.9—WWD only—Recall Code 468
 - MP 1323.5—EWD only—Recall Code 469
 - MP 1352.9—Recall Code 479
 - MP 1381.6—EWD only
 - MP 1398.4—WWD only
- B. Other TWD locations
 - MP 1222.2—(DED/Exception Reporting Only)
 - MP 1228.1—(DED/Exception Reporting Only)
 - MP 1232.8—(DED/Exception Reporting Only)
 - MP 1236.6—Recall Code 418
 - MP 1242.4—(DED/Exception Reporting Only)
 - MP 1253.8—(DED/Exception Reporting Only)
 - MP 1258.1—EWD only—Recall Code 428
 - MP 1276.4—WWD only—Recall Code 458
 - MP 1283.2—(DED/Exception Reporting Only)
 - MP 1291.2—(DED/Exception Reporting Only)
 - MP 1296.1—Recall Code 467
 - MP 1301.2—(DED/Exception Reporting Only)
 - MP 1305.8—(DED/Exception Reporting Only)
 - MP 1311.2—(DED/Exception Reporting Only)
 - MP 1315.9—EWD only—Recall Code 468
 - MP 1323.5—(DED/Exception Reporting Only) WWD only
Recall Code 469
 - MP 1332.8—(DED/Exception Reporting Only)
 - MP 1335.5—(DED/Exception Reporting Only)
 - MP 1340.5—Recall Code 468
 - MP 1349.0—(DED/Exception Reporting Only)
 - MP 1357.8—(DED/Exception Reporting Only)
 - MP 1361.8—(DED/Exception Reporting Only)
 - MP 1366.3—Both Tracks—Recall Code 478
 - MP 1370.5—(DED/Exception Reporting Only)
 - MP 1381.6—WWD only—Recall Code 487
 - MP 1398.4—EWD only—Recall Code 488

6. FRA Excepted Track—None

7. Special Conditions

Flathead Tunnel, between Rock Creek and Twin Meadows

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

In each bay of the tunnel is a supply of emergency tools which include an E knuckle, air hoses, wrench, hammer, chisel and air hose supports. If any material is used, contact the Whitefish trainmaster so the material used can be replaced.

If a train is stopped in the tunnel, protection and safety of all crew members must be provided for, including deadhead crews. Comply with rules pertaining to protection of your train.

In case of emergency, a train in the tunnel may make a forward or reverse movement to Twin Meadows or Rock Creek without flag protection.

Crews of all trains stopped in Flathead Tunnel must communicate with train dispatcher to have tunnel ventilating fans operating and door at Twin Meadows closed during time train is standing. Telephones are located in each bay in tunnel.

When it is necessary to enter Flathead Tunnel under restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave fans on in tunnel while train is in route.

The ventilating fan and tunnel door are located at the east portal of Flathead Tunnel, MP 1264.5. Eastward absolute signal is located 120 feet west of tunnel door, and westward absolute signal is located 166 feet east of tunnel door, these two signals are for door only. When a train or engine is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in fully opened position.

In the event that the tunnel door is closed, denying movement, crew must first contact train dispatcher, who will take proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at east end south side of tunnel.

Four Scott air packs have been placed in each bay of the tunnel. Whenever one is used, notify dispatcher immediately and advise the trainmaster at Whitefish the number of air packs used and where left so that they can be recharged at once. Used air packs must be left at Spokane or Whitefish.

Employees must be careful when using a fusee in the Flathead Tunnel and crews handling hazardous materials must exercise extreme caution when using a fusee.

Emergency Communications in Flathead Tunnel

(Crews working in flathead tunnel must have a portable radio equipped with Channel 20/54 or MRAS Channel 7—AAR 09-92):

1. Initial contact with the dispatcher is 911. After the initial contact is made, determine by a safety briefing the best method of communication between the crew members and the dispatcher.
2. Preferred method of communications with dispatcher: Engineer set locomotive radio to Channel 20/54 and conductor turn portable to Channel 20/54. This allows a complete link between engineer, conductor and dispatcher.
3. Second method is to use MRAS Channel 7 (AAR 09-92), Yellow telephone number—863-0219. Request dispatcher to monitor channel.
4. Dispatcher Telephone Numbers
Trick Dispatcher—911 or 8-234-1611
Chief Dispatcher—8-234-1300 or 1301

Whitefish—To avoid blocking road crossing, all eastward trains must not pass State Park crossing without yardmaster permission.

Manual Interlocking—MP 1402.51 UP Crossing located just west of west switch Boyer, operated by Boyer East Dispatcher.

List of Long and Short Miles

MP 1307 and MP 1308 between Riverview and Ripley is 13,077 feet long.

MP 1337 to MP 1338 at Troy is 9,684 feet long.

MP 1359.0 to MP 1360.0 is 4,625 feet long.

Whitefish Fueling Facility—TY&E employees will not deliver or receive their power directly at the fueling facility. Power inbound to the fueling facility will be tied up on the Old Fuel Track. Outbound power will not be boarded until Mechanical Department personnel have moved it off the fueling facility.

Olney—Derails are in place on the passing track at both the east and west ends.

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

- MP 1299.0
- MP 1305.5
- MP 1320.3
- MP 1329.4 to MP 1329.8
- MP 1334.0 to MP 1335.0
- MP 1340.0 to MP 1341.0
- MP 1357.6
- MP 1363.3
- MP 1372.0
- MP 1375.0
- MP 1381.5
- MP 1382.0

8. Line Segments

Road Line Segments

Line Segments Limits

36 Whitefish to Sandpoint Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01618 Olney	5.5 west of Lupfer	75	Both
01744 Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East
Katka	5.5 west of Leonia	2	East
Crossport (Main 2) set out track	0.6 east of Crossport	4	East
Fodge Spur	0.7 miles west of Bonners Ferry	40	West
01772 Moravia	4.9 west of Bonners Ferry	21	East
01790 Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East
01791 Emerson Spur	Off WI Forest Prod. Spur	15	West
01792 WI Forest Prods Spur	7.8 east of Boyer	15	West
Boyer Jct. Switch	MP 1401.25 to Sandpoint Yard		East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Lakeside Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		01877	1.1	SUNSET JCT.	J				1.6	
	12,641	63002	2.6	EMPIRE					6.4	
		63007	9.3	MARSHALL To PCC Railroad MP 1.0	T				2.6	
		63009	11.8	LAKESIDE JCT.	J				4.8	
		63014	16.6	CHENEY To PCC Railroad MP 1.0	T				3.2	
	8,100	63019	19.8	BABB					9.9	
	8,100	63028	29.7	FISHTRAP			CTC		12.5	
	8,100	63040	42.4	SPRAGUE					8.9	
	8,800	63048	51.1	KEYSTONE					6.7	
	8,100	63054	57.8	TOKIO					7.1	
	5,658	63062	64.9	RITZVILLE					7.6	
	8,800		69.3	ESSIG					3.2	
	8,100	63072	72.5	PAHA					9.5	
	6,441	63079	80.5	LIND					5.0	
		63082	84.9	SAND				46	3.0	
	5,753	63087	88.6	PROVIDENCE			2MT CTC		3.1	
		63090	92.4	BEATRICE					4.2	
		63096	97.7	CUNNINGHAM					12.0	
	8,110	63108	109.7	CONNELL					4.3	
	8,100	63113	114.9	CACTUS					5.2	
	6,784	63117	118.2	MESA					8.4	
	8,100	63124	126.3	ELTOPIA					9.9	
		63135	137.0	GLADE			2MT CTC		3.2	
			140.2	PASCO EAST					1.9	
			142.1	CP 1421	X				0.6	
			142.7	CP 1427	X		2MT ABS		2.6	
			145.3	GRAPEVINE	X(2)				0.3	
		12143	145.6 231.4	PASCO	BMJTY				1.7	
		12148	229.7	SP&S JCT.	MJ		ABS		149.4	

Radio Channel No. 70 in service.

From MP 1.1 to MP 11.8 and from MP 140.2 to MP 145.6, Radio Channel 76 in service.

Radio Call-In		
Fishtrap - 61(X)	Lind - 62(X)	Connell - 63(X)
Pasco - 64(X)	Lakeside - 53(X)	Prosser - 58(X)
Yakima - 49(X)	Selah Butte - 47(X) (Yakima Canyon)	Lakeside - 53(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-1619, (800) 285-0062, Fax (817) 234-1620

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 96.5	60 MPH.	50 MPH.
MP 96.5 to MP 101.3	60 MPH.	60 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 145.6	65 MPH.	60 MPH.
MP 231.4 to MP 230.4	25 MPH.	25 MPH.
MP 230.4 to MP 229.7	35 MPH.	25 MPH.

1(C). Speed—Switches and Turnouts

Through switches and dual control turnouts at the following locations:

Through West Yard Lead at CP 1421 (Pasco)	10 MPH.	10 MPH.
Through East Yard Lead at CP 1427 (Pasco)	10 MPH.	10 MPH.
Through West Yard Ladder Track at CP 1427 (Pasco)	10 MPH.	10 MPH.
Through Yard Track West Receiving 2 at CP 1427 (Pasco)	10 MPH.	10 MPH.
Cheney, East Yard Lead at Pasco	10 MPH.	10 MPH.
Turnout at MP 144.7	10 MPH.	10 MPH.
Grapevine Lead, West Yard Track 2 and the Balcom and Moe Industry Switch at Control Point Grapevine (Pasco)	10 MPH.	10 MPH.
Babb, Fishtrap	35 MPH.	35 MPH.
Lakeside Jct., Sprague, Tokio, Connell, Cactus, Eltopia, Paha, Pasco East, Essig, Keystone	35 MPH.	35 MPH.
Sand, Cunningham, Glade	50 MPH.	50 MPH.
Through crossovers at Beatrice	35 MPH.	35 MPH.
Through crossovers at Pasco East (MT 1 to MT 2 and MT 2 to MT 1)	35 MPH.	35 MPH.
CP 1421 and CP 1427 (Pasco)	40 MPH.	40 MPH.
Control Point Grapevine (Pasco)	40 MPH.	40 MPH.
Through crossover CP 1427		
Trains over 100 TOB	35 MPH.	35 MPH.
Through crossover at Grapevine		
Trains over 100 TOB	35 MPH.	35 MPH.
Sand, Cunningham and Glade		
Trains over 100 TOB	40 MPH.	40 MPH.
Through crossover Marshall to Scribner	25 MPH.	25 MPH.

1(D). Speed—Other

Pasco Yard—3 1/2 Puzzel Switch	5 MPH.	5 MPH.
Head end westward trains or engines leaving siding over Clark St. Crossing		
MP 110.0 Connell	25 MPH.	25 MPH.
On sidings at the following locations:		
Babb, Fishtrap, Sprague, Tokio, Paha, Connell, Cactus, Eltopia, Essig, Keystone	35 MPH.	35 MPH.
On other sidings	12 MPH.	12 MPH.
Pasco, WWD MP 230.9 to MP 230.4	25 MPH.	25 MPH.

Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.

Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 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, Restriction A
 Basin City Stub 143 tons, Restriction D

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 140.2

ABS—in effect:

Pasco MP 140.2 to MP 145.6
 MP 231.4 to MP 229.7

Yard Limits—in effect:

Pasco MP 140.2 to MP 145.6
 MP 231.4 to MP 229.7

Two Main Tracks—between:

Sand MP 84.9 and Cunningham MP 99.45.
 Glade MP 137.0 and Pasco MP 145.3.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees

SP&S Jct. and Pasco East—MW employees may occupy manual interlockings on verbal authority from Pasco operator. Control operator (Pasco operator) will provide protection by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine and notifying employee in charge when protection is provided.

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

Marshall MP 0.0 to MP 1.0 (Former P&L)
 Cheney MP 0.0 to MP 1.0 (Former CW)

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 65.0 Ritzville—Loading dock
- MP 81.9 Lind—East switch to elevator track
- MP 82.2 Lind—West switch to elevator track
- MP 93.2 Main Track 2 Switch, West Old Beatrice siding
- MP 119.8 Mesa—Simplot Industry
- MP 128.8 Eltopia—Switch to elevator
- MP 137.8 Glade—Three River Potatoe and Cenex Full Circle
- MP 138.4 Glade—East switch to Koch Asphalt Siding
- MP 138.7 Glade—West switch to Koch Asphalt Siding
- MP 139.5 Glade—Switch to Western Farmers

Test Mile Locations—MP 35.0 to MP 36.0, MP 132.0 to MP 133.0.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations

- MP 6.1—(DED only) Exception Reporting Only
- MP 14.3—(DED only) Exception Reporting Only
- MP 19.2—(DED only) Exception Reporting Only
- MP 25.7—Recall Code 617
- MP 31.4—(DED only) Exception Reporting Only
- MP 36.5—(DED only) Exception Reporting Only
- MP 41.3—(DED only) Exception Reporting Only
- MP 47.8—Recall Code 618
- MP 52.8—(DED only) Exception Reporting Only
- MP 57.4—(DED only) Exception Reporting Only
- MP 62.5—(DED only) Exception Reporting Only
- MP 66.9—Recall Code 627
- MP 72.5—(DED only) Exception Reporting Only
- MP 78.4—(DED only) Exception Reporting Only
- MP 82.3—(DED only) Exception Reporting Only
- MP 88.8 (DED only) Exception Reporting Only
- MP 94.2—Recall Code 628
- MP 99.5 (DED only) Exception Reporting Only
- MP 104.1 (DED only) Exception Reporting Only
- MP 122.3—Recall Code 638
- MP 134.6—Recall Code 648

6. FRA Excepted Track

In Pasco Yard, storage tracks 5 through 16, including switches to these tracks.

City lead in Zone 3, from fouling point of switch at MP 231.1

Big Pasco in Zone 4, from fouling point of switch at MP 230.5.

All tracks of the Old Roundhouse facility at Pasco.

7. Special Conditions

Pasco—All trains arriving Pasco will use BNSF Radio Channel No. 76 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.

Pasco Roundhouse—Derails are in operation on the east and west ends of the Pasco Roundhouse and fueling facility lead. When entering or departing the roundhouse facility and the derails are locked with a Mechanical Department lock, contact the roundhouse foreman for instructions. If locked with a switch lock, it is okay to remove derail and proceed, returning derail to the derailing position after move.

Pasco—Power Operated Yard Switches—Power operated switches in Pasco Yard numbered:

- 12, 16, 18, 20, 22—Ice House
 - 82, 86, 92, 98—East Yard—West Yard Lead
 - 94, 96, 102, 104, 106, 108, 110—East Yard—West End
- are known as convenience switches that only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

Caution—Should a red light be displayed, the control operator must be notified and a maintainer called.

Walla Walla Main Track—Power Operated Yard Switches—

Power operated switches numbered:

- Big Barn Switch
- East End Fueling Facility
- East End of Wye Track

are known as convenience switches that only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches must not be taken from power to hand without permission from the control operator.

Caution—Should the switch points be other than full normal or full reverse, it will be necessary to hand operate the switch.

The WCHT-72 can be operated manually by bypassing the proper solenoid valves and operating the hand pump with the manual lever.

The solenoid valves are placed in the bypass position by gently pressing on the red knurled knob on the valve and then rotating the knob counterclockwise while releasing downward pressure on the knob. The knob will spring outwards to the bypass position.

To place the valve back into the operate position, gently press down on the red knurled knob, and rotate the knob clockwise. When downwards pressure is released, the knob will stay in position. The manual pump lever is stored in a lockable holder on the rear face of the switch machine cover.

To manually operate to the extended position (points going away from the switch machine):

1. Remove manual pump lever from holder.
2. Open door.
3. Operate both solenoid valves to the bypass position.
4. Insert lever into pump socket and pump switch into position.
5. Remove lever.
6. Return both solenoid valves to the operate position.
7. Occupy switch and after at least one unit or car has passed over the switch points.
8. Close door and replace manual lever into holder.

Note: Take care when replacing pump lever into holder. Place pump lever with stamped lettering "This side up for lock-out" facing out for normal operation.

To manually operate to the retracted position (points going toward the switch machine):

1. Remove manual pump lever from holder.
2. Open door.
3. Operate right solenoid valve to the bypass position.
4. Insert lever into pump socket and pump switch into position.
5. Remove lever.
6. Return right solenoid valve to the operate position.
7. Occupy switch and after at least one unit or car has passed over the switch points.
8. Close door and replace manual lever into holder.

Note: Take care when replacing pump lever into holder. Place pump lever with stamped lettering "This side up for lock-out" facing out for normal operation.

To Lock Out WCHT-72 Switch Machine

Switches must not be taken from power to hand without permission of the control operator.

1. Remove manual pump lever from holder.
2. Replace manual pump lever into holder with stamped lettering "This side up for Lock-Out" facing up.

To Restore Locked Out WCHT-72 Switch Machine

1. Remove manual pump lever from holder.
2. Replace manual pump lever into holder with stamped lettering "This side up for Lock-Out" facing out.

Notify control operator when switch has been restored to normal operation.

Between Pasco East and SP&S Jct.

Controlled signals are under jurisdiction of operator at Pasco.

Cactus Pit—When spotting cars on both tracks 1 and 2, cut the east access road on the Connell end of these tracks. Also cut Track 2 at the end of the center ballast pile. When spotting Herzog units, if practicable, spot 32 cars to track 1 and the balance, if any, to track 2.

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

Sprague—When stopping on the mainline at Sprague, do not block the Old Highway Crossing for any period of time exceeding five (5) minutes between the hours of 0715-0815 hours and 1530-1630 hours. The crossing must be cut if necessary.

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 SPOPAS/PASSPO 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.

Locations With a Grade Equal to or Greater Than 1%

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	(Both Tracks) 1% Descending
MP 96.5 to MP 97.1	(Both Tracks) 1% Descending

Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains consisting of more than one half intermodal equipment on the Hi Line, Stampede, and Scenic Subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake). NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.

2. If any locomotive in consist found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 104.3.2, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28 axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for intermodal trains requiring a minimum number of DB axles for the heavy grade territories.

Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

- MP 2.5
- MP 3.3
- MP 19.9 to MP 20.5
- MP 69.0
- MP 82.3
- MP 97.0 to MP 98.0
- MP 107.0 to MP 108.7

8. Line Segments

Yard Line Segments

Line Segment Limits

- 684 Cactus
- 471 Pasco Hump
- 630 Pasco
- 631 Pasco WFE

Road Line Segments

Line Segment Limits

- 46 Sunset Jct. to Pasco

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Fishtrap Setout Track	1.0 west of Fishtrap	5	West
63039 Sprague Elevator Track	0.7 east of Sprague	20	Both
63039 Sprague Old Siding	0.2 east of Sprague	54	Both
Keystone Siding Set Out Track	1.7 west of Keystone	5	West
63053 Tokio-C&F Ind.	2.6 east of Tokio	20	Both
Beatrice Set Out Track MT 1	1.4 east of Beatrice	5	East
Beatrice Set Out Track MT 2	1.4 east of Beatrice	5	East
63095 Cunningham (MT1) Storage Track	0.2 east of Cunningham	12	West
63095 Cunningham (MT2) Elevator Track	0.6 east of Cunningham	15	East
63095 Cunningham Elevator Track (MT 2)		15	Both
63108 Connell Eastward Siding		Yard	Both
63108 Connell Westward Siding		40	West
63108 Lamb Weston Lead		18	East
63126 Eltopia Elevator Track	0.4 west of Eltopia	20	West
63131 Sagemoor	6.8 west of Eltopia	80	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Nelson Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		62130	144.0	COLUMBIA GARDENS	Z		391	4.1	
		62128	139.9	WANETA, BC	Z			2.1	
		62124	138.3	BOUNDARY, US			376	8.8	
3,009	62115	129.5	NORTHPORT		TWC	9.5			
2,224	62105	120.0	DOLOMITE			14.1			
1,844	62092	105.6	EVANS			9.9			
	62081	95.6	KETTLE FALLS	BJTR		48.5			

Radio Channel No. 1 in service.

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

Freight

Columbia Gardens to Kettle Falls 25 MPH.

1(B). Speed—Permanent Restrictions

MP 144.0 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 1(A) of the 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

Columbia Gardens to Waneta, BC 134 tons, Restriction G
 Waneta, BC to Kettle Falls 143 tons, Restriction D
 Six-axle locomotives and derricks not permitted.

3. Type of Operation

TWC—in effect:
 Kettle Falls MP 96.5 to MP 139.8

Yard Limits—in effect:
 MP 139.1 to Columbia Gardens MP 144.0

Restricted Limits—in effect:
 Kettle Falls MP 95.9 to MP 96.5

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—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 27—Paragraph (b) and EXCEPTION not in effect on BNSF. A signal which is known or suspected as being damaged must be regarded as an imperfectly displayed signal.

Rule 35.1—In the application of Rule 35, the distance of at least 3000 yards is decreased to at least 2000 yards.

Rule 42 and 43—Signals will be two miles, instead of at least 3000 yards, in advance of the working point or the defect.

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 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 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 Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Columbia Gardens—Derail in place at MP 144.0.

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.

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

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 setoff 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 that 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

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:

- MP 96.3
- MP 118.1
- MP 132.0 to MP 133.0

8. Line Segments

Road Line Segments

Line Segments Limits

- 391 Columbia Gardens 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
62130 Columbia Gardens	4.3 east of Waneta, BC	11	East
62129 Quirk	2.7 east of Waneta, BC	20	Both
62126 Dam Spur	0.5 east of Waneta, BC	9	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Newport Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		01809	1401.2	BOYER	JTR		TWC	37	0.7	
		01803	1401.9	NORTH SANDPOINT	TR				3.6	
			1405.5	DOVER JCT.	R				10.2	
6,209	01917	1415.7	LACLEDE						8.2	
		61925	1424.2	PRIEST RIVER					6.6	
6,765	61931	1431.3	NEWPORT	JR					29.3	

Radio Channel No. 70 in service.

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

Boyer to Newport **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

On sidings 10 MPH.
 Pole Yard Lead at North Sandpoint, between the UPRR/BNSF diamond and North Pole Yard Junction 10 MPH.
 Item 1(A) of the 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

Boyer to Newport 143 tons, Restriction D

3. Type of Operation

TWC—in effect:
 Dover MP 1401.2 to Newport MP 1431.3

Restricted Limits—in effect:
 MP 1401.2 to MP 1408.1
 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 Warning Detectors (TWD)—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.

North Sandpoint—To minimize the time public road crossings are blocked, crews must contact the BNSF Boyer East dispatcher to determine whether movement eastward over the UP/BNSF diamond will be delayed prior to departing Division Avenue. When the Pole Yard Lead distant signal is less than clear, eastward movements must be stopped prior to Division Avenue Crossing.

North Sandpoint—Two derrails in place on east leg of Sandpoint Yard wye.

Dover Junction to Newport—Do not operate beyond MP 1408.1 without permission from the Pend Oreille Valley Railroad designated employee and the trainmaster at Whitefish.

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 N. 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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pend Oreille Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EASTWARD ↑
		01798	1403.3 2.9	SANDPOINT JCT.	J		CTC	45	0.1	
		01803	3.0	SANDPOINT	B		CTC		2.1	
		01810	5.1	EAST ALGOMA			2MT CTC		9.0	
			14.1	WEST ALGOMA			CTC		2.3	
		01817	16.4	COCOLALLA			CTC		5.9	
			22.3	CP 223	X(2)		2MT CTC		11.2	
		01830	33.5	ATHOL			CTC		4.2	
10,661	01837	37.7		RAMSEY			CTC		6.9	
		01843	44.6	EAST RATHDRUM			CTC		1.0	
		01845	45.6	EAST HAUSER			CTC		4.1	
			49.7	WEST HAUSER			2MT CTC		1.8	
		01850	51.5	HAUSER JCT.	J		CTC		8.4	
		01855	59.9	OTIS ORCHARDS			CTC		3.4	
		01861	63.3	IRVIN			2MT CTC		3.3	
		01865	66.6	PARKWATER	XY		CTC		1.5	
		01866	68.1	YARDLEY	BMTX(2)Y		DT ABS OCS		1.6	
			69.7	NAPA ST.	MJX(2)Y		DT ABS OCS		1.9	
		01870	71.5 0.0	SPOKANE	BXY		DT ABS OCS		46	1.0
		01877	1.1	SUNSET JCT.	JX(2)Y		DT ABS OCS		37	0.8
		01878	1481.6	LATAH JCT.	J		CTC		3.4	
11,537	12005	370.3		OVERLOOK			CTC	4.2		
4,027	12008	367.1		SCRIBNER	X		CTC	2.0		
	12009	365.8		UP JCT.	J		CTC	0.5		
	63009	11.8		LAKESIDE JCT.	J		CTC	80.6		

Radio Channel No. 76 in service.

Radio Channel No. 70 in service Lakeside Jct. to UP Jct.

Radio Call-In	
Sandpoint East - 48(X)	Sandpoint West - 49(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

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 5.9	50 MPH.	45 MPH.
MP 5.9 to MP 7.5 (Main 2)	60 MPH.	50 MPH.
MP 5.9 to MP 14.2 (Main 1)	60 MPH.	50 MPH.
MP 7.5 to MP 14.2 (Main 2)	70 MPH.	
MP 14.6 to MP 14.8	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 68.1	35 MPH.	35 MPH.
MP 68.1 to MP 1481.1	25 MPH.	25 MPH.
MP 1481.1 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), UP Jct. and Lakeside Jct.	35 MPH.	35 MPH.
Sunset Jct.	25 MPH.	25 MPH.
Latah Jct.	30 MPH.	30 MPH.
Cocolalla	50 MPH.	50 MPH.
Turnouts at:		
Athol	50 MPH.	50 MPH.
Ramsey Otis Orchards Overlook Sandpoint Jct.	35 MPH.	35 MPH.
East Rathdrum, West Hauser, all turnouts MP 22.3	40 MPH.	40 MPH.
Crossover at Hauser Jct.	40 MPH.	40 MPH.
Main 2 to Coeur d'Alene Branch	10 MPH.	10 MPH.
Athol and Cocolalla Trains over 100 TOB	40 MPH.	40 MPH.
Hauser: East and west yard leads and scale track	10 MPH.	10 MPH.
Irvin and Parkwater through dual control turnouts and on Main Track 1	35 MPH.	35 MPH.
Parkwater—Through dual control turnout from Through turnout on Main Track 2 at MP 65.9 ...	35 MPH.	35 MPH.
Napa Street—Through crossovers and dual control switches	10 MPH.	10 MPH.
Erie Street crossover (westward)	10 MPH.	10 MPH.
New Spokane crossover (westward)	10 MPH.	10 MPH.
Through crossover Scribner to Marshall	25 MPH.	25 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.		

1(D). Speed—Other

On sidings at following locations:

Ramsey, Overlook	35 MPH.	35 MPH.
Up to 100 TOB		
Athol and Ramsey, engines westward freight trains passing signal 35.1	55 MPH.	

Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 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, Restriction B

Six-axle locomotives and derricks not permitted on the following tracks:

- Erie Street industry tracks
- S.I. industry tracks
- Alki Spur

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

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

Two Main Tracks—between:

East Algoma MP 5.1 and West Algoma MP 14.5
 Cocolalla MP 16.48 and Athol MP 33.53
 East Rathdrum MP 44.6 and Otis Orchards MP 59.9
 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
 Algoma Main 1

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 MP 0.8 (DED only)—WWD only
 MP 8.5 (DED only)—Exception reporting only
 EWD only—Recall Code 498
 MP 373.1 (DED only)—EWD only
 MP 60.1—WWD only—Recall Code 498
- B. Other TWD locations
 MP 2.9—(DED only)—Exception reporting only
 Recall Code 497
 MP 8.5—(DED only)—Exception reporting only
 WWD only—Recall Code 498
 MP 11.7—Recall Code 487
 MP 16.5—(DED only)—Exception reporting only
 MP 24.2—Recall Code 488
 MP 27.1 (DED only)—Exception reporting only
 MP 33.5 (DED only)—Exception reporting only
 MP 36.8 (DED only)—Exception reporting only
 MP 41.2—Recall Code 497
 MP 47.0—(DED only)—Exception reporting only
 MP 51.9—(DED only)—Exception reporting only
 MP 56.1—(DED only)—Exception reporting only
 MP 60.1—EWD only—Recall Code 498

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
 Napa Street all trackage on Alki Spur
 The Starch Plant and WWP Spur off Main 2

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 10 MPH or fall below 3 MPH (optimum speed is between 8 and 10 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.

Hauser Yard—On Tracks 1 through 12, apply five (5) hand brakes to the west end of the track.

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 fourth throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

Pac Hyde—Track 911, do not spot cars inside facility gate. All cars and engines must be handled outside the gates due to close clearances.

Erie Yard—Close clearances exist between the following tracks:
 East End—Tracks 1 and 2, 5 and 6, 9 and 10, 12 and 13, and 14 and 15.

West End—Track 2 and 3, 5 and 6, and 7 and 8.

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

Manual Interlocking—At Yardley (Havanna Street) and Napa streets—controlled by Boyer West dispatcher.

Spokane (Parkwater) Roundhouse—The tracks at the roundhouse are protected by electronically activated derails. Prior to entering onto or departing from the tracks protected by these derails, TY&E employees must contact Mechanical Department personnel on Radio Channel 53.

Parkwater—At the fueling facility, if a locomotive is on the fuel dock, or is blue-flag protected on any track, the locomotive is not to be occupied until the Mechanical Department's service crew has completed its work and the blue flag(s) have been removed.

Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains consisting of more than one-half intermodal equipment on the Hi Line, Stampede, and Scenic subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake).
 NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.
2. If any locomotive in consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 104.3.2, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28-axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.

2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for intermodal trains requiring a minimum number of DB axles for the heavy grade territories.

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:
 MP 7.8
 MP 51.3
 MP 58.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 651 Spokane
- 652 Spokane WFE
- 655 Spokane passenger tracks 5 & 6 and crossover to main track.

Road Line Segments

Line Segment Limits

- 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	2.6 east of Irvin	20	West
01860 Trentwood	1.6 east of Irvin	30	Both
12010 Fish Lake	0.7 west of UP Jct.	Conn	East

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
“Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
“Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
“Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
“Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9