BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

BNSF SM RAILWAY

Northwest Division

Timetable No. 4

IN EFFECT AT 0800
Pacific Continental Time
Wednesday, June 17, 2009

Division General Manager
Douglas B. Jones
Seattle, WA
(206) 625-6333

General Director Transportation
Robert A. Johnson
Seattle, WA
(206) 625-6266


BNSF Railway Company
Northwest Division
Vancouver
New Westminster
NEW WESTMINSTER
56
USA Canada Border
CHERRY POINT
418
Cherry Point
Bellingham
SUMAS
403
Sumas
WA
BELLINGHAM
50
Burlington
Everett
PA Jct
Snohomish Jct West
Interbay
Seattle
Black River
50
SCENIC
37
WOODINVILLE
403
405
Scenic
Tacoma
51
Auburn
Lakeview
LAKEVIEW
400
Stampede
SEATTLE
52
STAMPEDE
49
Ellensburg
Yakima
YAKIMA VALLEY
48
Wenatchee
Columbia River
COLUMBIA RIVER
37
Kettle Falls
KETTLE FALLS
376
Latah Jct
Boyer
Sandpoint Jct
45
KOOTENAI RIVER
45
Stryker
Whitefish
Conkelly
Columbia Falls
Hauser Jct
Coeur d'Alene
COEUR D'ALENE
381
45 SPOKANE
Lakeside Jct
LAKESIDE
46
MRL
Vancouver
Portland
Pasco
UP 435
Riparia
BURBANK
450
Burbank
SP&S Jct
Missoula
MRL
Bush
UP
Wishram
47
FALLBRIDGE
ID
OREGON TRUNK
53
South Jct
UP
Metolius
Bend
54
Chemult
8103 UP
Klamath Falls
OR
CA
NV
GATEWAY
55
Winnemuca
Keddie
UP
Oroville
UP
Portola
Sparks
UP
UP
UP
Sacramento
Roseville
UP
UP
UP
Stockton
N
Scale:
0 10 20 30 40 50 60 70 80 90 100 miles
0 10 20 30 40 50 60 70 80 90 100 kilometers

Division Managers

Bellingham, WA

R.C. Owen	Roadmaster	(360) 922-1401
R.A. Stafford	Division Trainmaster	(360) 922-1477

Bend, OR

M.S. Hammond	Roadmaster	(541) 385-7539
N. Hutchins	Signal Supervisor	(541) 385-7516
T.W. Robertson	Divn.Trainmaster/RFE	(541) 385-7530

Bingen, WA

S.R. Frederick	Roadmaster	(509) 748-3204

Centralia, WA

J.D. Wright	Division Trainmaster	(360) 578-2372

Ellensburg, WA

A.C. Vulgas	Roadmaster	(206) 625-6880

Everett, WA

R.A. Barnet	Terminal Trainmaster	(425) 304-6635
B. T. Bell	Terminal Trainmaster	(425) 304-6635
S.A. Gordon	Asst. Term. Superintendent	(425) 304-6646
E.S. Hawkins	Terminal Trainmaster	(425) 304-6635
J.M. Hughes	Roadmaster	(425) 304-6690
C.A. Misiewicz	Terminal Trainmaster	(425) 304-6635
J.R. Moore	Signal Supervisor	(425) 304-6687
T.L. Nies	Division Trainmaster	(425) 304-6699
R.B. Roper	Supervisor Structures	(425) 304-6563
L.R. Routh	Terminal Manager	(425) 304-6692
E.G. Sencenbaugh	Sr. Trainmaster/RFE	(425) 304-6529
R. Spisak	Mechanical Foreman	(425) 304-6533
M.C. Weber	Terminal Trainmaster	(425) 304-6635

Keddie, CA

G.E. Mirts	Road Foreman of Engines	(206) 460-6402

Klamath Falls, OR

J.J. Aho	Sr. Divn. Trainmaster	(541) 880-5630
C.J. Hansen	Division Trainmaster	(541) 880-5671
J. Schaefer	Mechanical Foreman	(541) 880-5634
R.G. Searer	Roadmaster	(541) 880-5639

Longview, WA

D.L. Mesford	Mgr. Roadway Planning	(360) 578-2363
C.D. Wright	Roadmaster	(360) 578-2360

New Westminster, BC

D.J. Fortt	Trainmaster	(604) 520-5200
A.J. Schuurmans	Trainmaster	(604) 520-5230

Pasco, WA

W.C. Angelos	Division Trainmaster	(509) 546-3217
S.G. Bade	Terminal Trainmaster	(509) 546-3270
R.D. Bailey	Terminal Trainmaster	(509) 546-3270
R.S. Bartholomew	Road Foreman of Engines	(509) 546-3391
T.J. Cousineau	Mechanical Foreman	(509) 546-3295
B.G. Gellner	Terminal Trainmaster	(509) 546-3270
F.K. Gibson	Roadmaster	(509) 546-3290
D.A. Haynes	Signal Supervisor	(509) 546-3278
D.D. Hust	General Foreman	(509) 546-3297
J.T. Labberton	Terminal Manager	(509) 546-3219
J.E. Long	Asst. General Foreman	(509) 546-3296
J.E. Ruby, Jr.	Terminal Superintendent	(509) 546-3252
T. Stephens	Terminal Trainmaster	(509) 546-3270
S.L. Sweetwood	Terminal Trainmaster	(509) 546-3270
A.W. Swinford	Terminal Trainmaster	(509) 546-3270
B.A. Vining	Mechanical Foreman	(509) 546-3210
C.D. Waud	Mechanical Foreman	(509) 546-3288

Seattle, WA

J. Albinger	Mgr., Commuter Oper.	(206) 625-6091
B.J. Anderson	Asst. Terminal Supt.	(206) 272-3762
A.A. Ard	Director of Administration	(206) 625-6275
J.D. Beck	Terminal Superintendent	(206) 272-3719
D. Bertholf	Gen. Foreman Mechanical	(206) 272-3665
A.A Boldra	Terminal Manager	(206) 272-3735
T.L. Dowling	Terminal Trainmaster	(206) 272-3833
P.J. Farley, Jr.	Roadmaster	(206) 625-6462
B.E. Hipol	Divn. Engineer	(206) 625-6363
K.C. Holle	Roadmaster, Construction	(206) 625-6622
J.M. Houston	General Signal Supervisor	(206) 625-6626
K.R. Iverson	Director Administration	(206) 625-6275
E.A. Jackson	Manager of Safety	(206) 625-6364
R.C. Jacobsen	Supt. Commuter Oper.	(206) 625-6079
D.E. Kautzmann	Road Foreman of Engines	(206) 272-3770
K.R. Kirschling	Manager Structures	(206) 625-6202
R.A. Lovin	Mechanical Foreman	(206) 272-3678
C.W. Lyons	Terminal Trainmaster	(206) 272-3833
M.T. McIntyre	Roadmaster, Construction	(206) 625-6341
R.J. Miller	Mech. Supt. Field Oper.	(206) 625-6366
M.J. Prosser	Terminal Trainmaster	(206) 272-3833
K.E. Quimby	Terminal Trainmaster	(206) 272-3833
R.W. Raglin	Mgr. Field Safety Support	(206) 625-6490
M.S. Rogers	Road Foreman of Engines	(206) 272-3620
J.A. Ronish	Terminal Trainmaster	(206) 272-3833
I.V. Sandoval	General Constr. Supervisor	(206) 625-6339
E.S. Shaffstall	Signal Supervisor	(206) 272-3772
J.W. Specht	Manager Signals	(206) 625-6231
P.A. Sullivan	Terminal Trainmaster	(206) 272-3833
M.S. Theret	Gen. Director Line Mtce.	(206) 625-6696
J.H. Williams	Terminal Trainmaster	(206) 272-3833

Spokane, WA

K.J. Abeyta	Roadmaster	(509) 536-2235
V.A. Ahlf	Mechanical Foreman	(509) 299-4132
K.A. Bealer	Terminal Trainmaster	(509) 536-2492
G.R. Bell	Trainmaster	(208) 687-4706
D.W Black	Terminal Trainmaster	(509) 536-2492
S.T. Byrd	Signal Supervisor	(509) 546-2310
R.D. Cartwright	Road Foreman	(509) 536-2526
J.L. Chicks	Roadmaster	(509) 536-2205
C.A. Christ	Roadmaster	(509) 536-2306
T.O. Gay	General Foreman	(208) 687-4610
P. G. Gray	Terminal Trainmaster	(509) 536-2492
J.J. Jarman	Manager Signals	(509) 536-2507
C.O. Johnson	Terminal Trainmaster	(509) 536-2492
D.L. Kayser	Sr.Trainmaster	(509) 536-2258
R.A. Miller	Terminal Trainmaster	(509) 536-2492
W.T. Olsen	Terminal Trainmaster	(509) 536-2492
R.L. Perdue	Division Engineer	(509) 536-2245
R.R. Risdon	Mechanical Foreman	(208) 457-8279
T.C. Simmons	Terminal Superintendent	(509) 536-2613
H.A. Tait	Division Trainmaster	(509) 536-2492
T.L. Taylor	Terminal Trainmaster	(509) 536-2492
J.B. Whitacre	Terminal Manager	(509) 536-2224
J.J. Wiener	Supervisor Facilities	(509) 536-6927
	Supervisor Structures	(509) 536-2485

Tacoma, WA

D.E. Davidson	Terminal Trainmaster	(253) 591-2556
D.T. Ferguson	Terminal Manager	(253) 591-3028
R.D. Hackney	Asst. Term. Superintendent	(253) 876-2581
C.A. Hettinger	Supervisor Signals	(253) 591-2560
W.G. Lonngren	Roadmaster	(253) 591-2563
D.A. Marks	Mechanical Foreman	(253) 591-2608
B.L. Marx	Terminal Trainmaster	(253) 591-2556
J.N. McPherren	Division Trainmaster	(253) 591-2556
J.S. Motes-Conners	Terminal Trainmaster	(253) 591-2556
S. Reynolds	Terminal Trainmaster	(253) 591-2556
M.L. Schram	Supervisor Structures	(253) 591-2643
K.J. Schwanke	Terminal Trainmaster	(253) 591-2556

Vancouver, WA

R.E. Aurand	Mechanical Foreman	(360) 418-6452
K.L. Babcock	Terminal Trainmaster	(360) 418-6331
M.E. Bell	Terminal Trainmaster	(360) 418-6331
J.L. Canavan	Terminal Trainmaster	(360) 418-6331
C.D. Delargy	Terminal Supterintendent	(360) 418-6377
J.P. Denny	Road Foreman of Engines	(360) 418-6222
B.D. Eller	Terminal Trainmaster	(360) 418-6331
R.D. Forsman	Supervisor Structures	(360) 418-6338
G.L. Hein	Supt. Operating Practices	(360) 418-6216
R.D. Hillstrom	Terminal Trainmaster	(360) 418-6331
T.L. Keene	Supt. Operations	(360) 418-6321
W.H. Lytle	Terminal Trainmaster	(360) 418-6233
S.R. Matzdorff	Terminal Manager	(360) 418-6429
A.L. Miller	Division Engineer	(360) 418-6415
K. Morehead	ADMP	(503) 550-0202
K.A. Ohs	Roadmaster	(360) 418-6324
V.L. Peterson	General Foreman	(360) 418-6355
P.D. Robinson	Signal Supervisor	(360) 418-6312
W.R. Samuelson	Mechanical Foreman	(503) 241-6295
J.D. Schnell	Signal Supervisor	(360) 418-6368
M.I. Surina	Terminal Trainmaster	(360) 418-6331
W.V. White	Mechanical Foreman	(360) 418-6357
B.S. Williams	Terminal Trainmaster	(360) 418-6331

Wenatchee, WA

G.A. Filcher	Division Trainmaster	(509) 664-2246
A.J. Garcia	Road Foreman of Engines	(509) 664-2248
E.L. Haller	Mechanical Foreman	(509) 664-2229
G.W. McElroy	Signal Supervisor	(509) 664-2267

Wishram, WA

M.W. Dela Vega	Trainmaster	(509) 748-3203
M.J. Hoover	Road Foreman of Engines	(509) 748-3233

SOUTHWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Bellingham Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		119.6	USA CANADA BORDER	Y	ABS OCS	50	0.3	
	15088	119.3	BLAINE	BY			2.9	
8,588		116.4	SWIFT		CTC		4.3	
10,150	15081	112.1	CUSTER	JT			5.8	
8,478	15075	106.3	FERNDALE				9.1	
	15067	97.2	BELLINGHAM	BY	ABS OCS		3.9	
6,347	15062	93.3	SOUTH BELLINGHAM	Y	CTC		13.6	
8,884	15049	79.7	BOW				7.8	
4,635	15042	71.9	BURLINGTON to Fidalgo 12.4	J			5.1	
6,075	15038	66.8	MT. VERNON	B			11.3	
6,381	15025	55.5	STANWOOD				10.0	
10,680	15016	45.5	ENGLISH				3.3	
	15012	42.2	KRUSE JCT. to Arlington 6.9				3.4	
	15009	38.8	MARYSVILLE				0.5	
		38.3	BRIDGE 38.3	M			0.5	
		37.8	BRIDGE 37.8	M			0.8	
		37.0 10.9	DELTA JCT. (BRIDGE 37.0)	BMTY			1.8	
	15005	9.1	DELTA	Y	ABS	408	9.1	
		7.9 0.8	SEA LINE JCT.	Y			1.2	
	02165	0.0	PA JCT.	JY		407	93.5	

Radio Channel No. 76 in service.

The Everett Yardmaster will monitor Channel 66 and Channel 76.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)	Seattle North Branch Disp. - Stanwood - 65(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—
(817)-234-1607, Fax (817) 234-1608

1. Speed Regulations

1(A). Speed—Maximum

	Talgo	Passenger	Freight
MP 119.6 to MP 0.0	79 MPH	79 MPH	60 MPH.
Loaded Coal Trains			40 MPH.
Delta Jct. to Everett Jct. via Bayside	15 MPH.		10 MPH.

1(B). Speed—Permanent Restrictions

MP 119.6 to MP 118.2	50 MPH	50 MPH	30 MPH.
MP 118.2 to MP 108.7	79 MPH.	79 MPH	60 MPH.
MP 108.7 to MP 108.3	79 MPH.	70 MPH	50 MPH.
MP 108.3 to MP 106.2	79 MPH.	79 MPH	60 MPH.
MP 106.2 to MP 105.8	45 MPH.	45 MPH	40 MPH.
MP 105.8 to MP 103.4	79 MPH.	70 MPH	60 MPH.
MP 103.4 to MP 101.1	60 MPH	55 MPH	50 MPH.
MP 101.1 to MP 100.2	45 MPH	40 MPH	35 MPH.
MP 100.2 to MP 97.1	50 MPH	45 MPH	35 MPH.
MP 97.1 to MP 96.7	20 MPH.	20 MPH	20 MPH.
MP 96.7 to MP 93.6	40 MPH	35 MPH	30 MPH.
MP 93.6 to MP 90.5	46 MPH	40 MPH	35 MPH.
MP 90.5 to MP 88.3	50 MPH	45 MPH	35 MPH.
MP 88.3 to MP 87.2	45 MPH	40 MPH	35 MPH.
MP 87.2 to MP 85.1	45 MPH	45 MPH	35 MPH.
MP 85.1 to MP 82.5	45 MPH	40 MPH	35 MPH.
MP 82.5 to MP 76.7	79 MPH	79 MPH	60 MPH.
MP 76.7 to MP 76.5	67 MPH	60 MPH	55 MPH.
MP 76.5 to MP 74.8	79 MPH	79 MPH	60 MPH.
MP 74.8 to MP 74.5	50 MPH	45 MPH	40 MPH.
MP 74.5 to MP 70.4	79 MPH	79 MPH	60 MPH.
MP 70.4 to MP 67.9	50 MPH	50 MPH	45 MPH.
MP 67.9 to MP 51.0	79 MPH	79 MPH	60 MPH.
MP 51.0 to MP 49.5	70 MPH	65 MPH	55 MPH.
MP 49.5 to MP 48.9	67 MPH	60 MPH	50 MPH.
MP 48.9 to MP 47.9	79 MPH	70 MPH	60 MPH.
MP 47.9 to MP 41.0	79 MPH	79 MPH	60 MPH.
MP 41.0 to MP 38.7	50 MPH	50 MPH	50 MPH.
MP 38.7 to MP 37.7	30 MPH	20 MPH	20 MPH.
MP 37.7 to MP 37.2	40 MPH	35 MPH	20 MPH.
MP 37.2 to MP 37.0	10 MPH	10 MPH	10 MPH.
MP 10.9 to MP 10.7	10 MPH	10 MPH	10 MPH.
MP 10.7 to MP 8.2	42 MPH	35 MPH	10 MPH.
MP 8.2 to MP 8.1	25 MPH	25 MPH	10 MPH.
MP 8.1 to MP 7.9	35 MPH	35 MPH	10 MPH.
MP 0.8 to MP 0.0	30 MPH	30 MPH	15 MPH.
Burlington to Fidalgo			10 MPH.
Kruse Jct. to Arlington			10 MPH.
Delta Roundhouse/Rip Tracks			5 MPH.

1(C). Speed—Switches and Turnouts

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

Swift, Ferndale, Bow, and English	30 MPH	30 MPH.
Trains over 100 TOB		25 MPH.
Mt. Vernon	20 MPH	20 MPH.
All other sidings	10 MPH	10 MPH.

1(D). Speed—Other

Bridge 105.8, cars heavier than 138 tons	25 MPH	25 MPH.

Temperature Restrictions

Hot Weather—When the ambient temperature exceeds 85 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.

Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

USA Canada Border to PA Jct.	143 tons,	Restriction D
Burlington to MP 13Z	143 tons,	Restriction D
MP 13Z to Fidalgo	134 tons,	Restriction G
Kruse Jct. to Arlington	143 tons,	Restriction D

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

Burlington to Fidalgo

Mt. Vernon—Cenex Spur track 2614.

Stanwood—Team tracks 1162, Wolfkill track 1163 and Twin City Food track 1164.

Arlington Spur—Beyond MP 1.0X.

Everett—Mill A Track 104, on Kimberly Clark Tracks 220 through 229 and on the Log Spur, track 503.

3. Type of Operation

CTC—in effect:
MP 116.8 to MP 98.7
MP 93.5 to MP 37.0

ABS—in effect:
MP 119.6 to MP 116.8
MP 98.7 to MP 93.5
MP 10.5 to MP 0.0

Rule 9.15—in effect:
Bridge 37 and Delta Jct

Yard Limits—in effect:
MP 119.6 to MP 116.8
MP 98.7 to MP 93.5
MP 10.5 to MP 0.0

Occupancy Control System—in effect:
MP 119.6 to MP 116.8
MP 98.7 to MP 93.5
Trains and engines may occupy the main track with verbal OCS permission. See System Special Instructions, Item 14, Rule 18.0 Occupancy Control System (OCS).

Interlockings and Drawbridges—

Bridge 38.3 - Drawbridge at MP 38.3
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge tender must be contacted on radio channel 76 to inspect the bridge equipment before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the bridge tender. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must contact the North Branch Dispatcher and copy track authority.

Bridge 37.8 - Drawbridge at MP 37.8
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the B&B foreman must be called to inspect the bridge equipment before trains are permitted to proceed over the bridge. Call the North Branch Dispatcher or the bridge 37 bridge operator and they will contact the B&B foreman. After the inspection has been completed, the inspector will notify the dispatcher. When the dispatcher has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must contact the North Branch Dispatcher and copy track and time.

Bridge 37.0 - Drawbridge at MP 37.0
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge operator must be contacted on radio channel 76 to inspect the bridge equipment before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the control operator. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy interlocking limits employees must contact the bridge operator and copy a track permit as well as contacting the North Branch Dispatcher and copying track and time. To proceed north of the interlocking employees must contact the North Branch Dispatcher and copy track and time.

Interlockings and Drawbridges Not Indicated at Station—

Drawbridge 7.6Z on Anacortes branch—2.0 miles west of Whitney.

TY&E and Maintenance of Way—After stopping at the stop sign, trains or engines must not proceed until permission is received from the bridge tender.

4. General Code of Operating Rules Items
Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Bellingham Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 South, Approach at NE English, over."
Example of Conductors Transmission:
"AMTK 503 South, Approach at NE English, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—The following areas are industrial tracks and Rule 6.28 is in effect:
- Burlington MP 16.6Z to Fidalgo MP 4.2Z
- Kruse Jct. MP 0.0X to Arlington MP 6.9X
- Delta Jct., Delta to GN Jct.
- Delta Jct., Bayside, to Everett Jct.

Rule 10.2—Following switches not equipped with electric locks:
MP 102.1—Canfor Spur
MP 93.15—Coors Spur Track South Bellingham
MP 68.71—Mt. Vernon Skagit Farmers/Cenex Spur
MP 68.7—Mt. Vernon Terminal Railroad Interchange
MP 62.5—Pole Yard Spur
MP 62.3—Conway Feed Spur
MP 49.8—Industry Track Silvana
MP 39.19—North Marysville
MP 38.69—South Marysville
MP 38.5—Welco Lumber Marysville

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures
MP 74.6—DED—SWD—Recall Code 389
MP 67.4—DED—NWD—Recall Code 407
MP 55.2—DED—SWD—Recall Code 387
MP 46.2—DED—NWD—Recall Code 408
B. Other TWD locations
MP 110.5—Recall Code 418
MP 95.1—Recall Code 397
MP 81.9—Recall Code 398

MP 74.6—DED—NWD—Recall Code 389
MP 67.4—DED—SWD—Recall Code 407
MP 58.9—Recall Code 388
MP 55.2—DED—NWD—Recall Code 387
MP 46.2—DED—SWD—Recall Code 408
MP 40.7—DED—Recall Code 378—Exception Reporting

6. FRA Excepted Track

Bellingham—Orchard Street Lead, track 3730; Mine Lead, track 3720
Stanwood—Twin City Food Spur, track 1164; Team Track, track 1162
MP 0.0X Kruse Jct. to MP 6.9X Arlington.
Delta—Tracks 1901-1912 (Rip Track/Roundhouse), Tracks 1921-1922 (WFE).
Delta—Track 1414
Bayside—Track 316 (Scale Track)

7. Special Conditions

Blaine - White Rock—Trains will not pass the USA Canada Border without the permission of Customs and Immigration inspectors. Anyone entering the US from Canada by land must have appropriate documentation.

Southward Trains at Blaine—

1. When ready to depart Blaine, the crew will contact the clerks at Swift and obtain instructions on proceeding through the Vehicle and Cargo Inspection System (VACIS).
2. Trains must not exceed 7 MPH and must not decrease speed less that 5 MPH through the VACIS at Swift, MP 116.85. This is an x-ray machine used to inspect unoccupied rail equipment and cargo. It is operated by the United States Customs Service. Information regarding health hazards and exposure levels can be obtained from the BNSF clerks at Swift.

Swift—US and Canadian Customs are inspecting both Northward and Southward box car equipment for unauthorized or illegal passengers. Any box car equipment with the doors open or any box car equipment with the doors closed but not sealed will have to be inspected. BNSF has contracted Border Cargo Services (BCS) of Blaine, Washington to open and close equipment for Customs.

1. BCS will perform these inspections at Swift.
2. BCS will notify the North Branch Dispatcher that they will be working on the train and ask for blocking to be provided.
3. The dispatcher will block the track and record this information then the dispatcher will respond to BCS that the siding or the main has been blocked.
4. BCS will then Blue Flag both ends of the train along with placing a Blue Light on the engineer's control stand.
5. BCS will inspect both sides of the train looking for unauthorized or illegal passengers and will close and seal car doors.
6. Once the inspection is complete, the Blue Flags and the Blue Light will be removed and BCS will notify the North Branch Dispatcher the time the blue flags were removed and the train is released.

Northward Trains at Swift—All Northward Trains operating on the New Westminster Subdivision:

1. At their initial on-duty point, the Conductor will obtain, complete, and fax the Canada Customs Rail Crew Report to the clerks at Swift before departure. The fax number is 888-800-5539.
2. When ready to depart Swift, the crew will contact the clerks at Swift for permission to enter Canada.

Ferndale—Loaded or empty LPG cars must not be left adjacent to the high school.

Northward Loaded Coal Trains - Bellingham to Ferndale— Loaded coal trains without helpers or Distributed Power must reduce to throttle 7 at the mine lead, MP 99.6 and reduce to throttle 6 at Cliffside Drive crossing, MP 100.3. Increase throttle only after half of the train has passed MP 100.3.

Bellingham—All trains approaching "F" Street crossing on track 3704, 3707 or 3701 must stop at the stop sign and wait for the crossing to activate and the gates to assume the fully lowered position before entering the crossing. Due to the inter-tie with the traffic signals, there is a 10 second delay of crossing activation after the approach is occupied.

Before leaving cars unattended, be sure both the north and south end of the track is secure.

Employees must not walk on the west side of the siding between MP 92.2 and MP 93.0, Employees are relieved from the requirement of train inspection from the west side of the main track in this location.

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

Stanwood—At Wolfkill Feed, do not run locomotive over auger.

Edgecomb—Stop signs are located on main track approaching 172nd Street. Trains are required to stop, and may proceed after lights are flashing and gates are down.

Arlington Spur, MP 6.75X Public Crossing—Trains must stop at the stop signs and ensure the lights are flashing a minimum of 20 seconds and the gates are fully lowered before proceeding over the crossing.

Remote Control Operations—Signs located at MP 0.0 and MP 37.5 including the manual interlocking limits of Delta Jct. designate the Remote Control Area at Delta Yard.

Signs located at MP 32.0 and MP 36.0 designate the Remote Control Area at Bayside Yard.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in place at:
Avon Ave, MP 72.24
Hoag Rd, MP 69.83
College Way, MP 69.28
Riverside Dr., MP 68.83
Kincaid Street, MP 67.86
116th St. MP 42.04
These gates can be activated by using Channel 54 and entering the four-digit MP number followed by the pound (#) key. The gates will activate for 30 seconds.

Double-Stack Equipment—Trains handling double-stack equipment between Bow and Blaine must have containers in bottom well only. Containers are restricted to single level loading only.

EXCEPTION: Rabanco containers 48 feet long, 9 feet high, gray in color, number series RABU 480291 through 480923, number series RABU 481001 through 481745, and RABU 482331 and RABU 482530, number series CALU 450001 through 450117 and CALU 450176 through 450300, may be double stacked.

Locations Approved for Gravity Switch Movements—
Bellingham Yard Track 3707 to Waterfront Tracks.
North End Bellingham Yard
Fidalgo

Train Inspections—A member of the inbound crew on a through train 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.

Tunnel Locations—

Tunnel No.	Milepost
18	83.6
19	88.6
20	88.8
21	91.5

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

Ferndale		Track 4125	Building
Bellingham		Track 3235	Building
		Track 3240	Building
		Track 3245	Building
		Track 3702	Loading dock both sides
		Track 3730	Bridge
Burlington	Pacific Woodtech	Track 2540	Docks
	Americold	Track 2550	Docks
		Track 2555	Docks
		Track 2565	Docks
	Draper	Track 2561	Building
	Cargill/Nutrena	Track 2562	Building
	Crystal Ocean	Track 2583	Docks
Whitney	T-Bailey	Track 2852	Building
Fidalgo	Tesoro	Track 2901	Loading racks
		Track 2902	Loading racks
	Shell	Track 3001	Loading racks
		Track 3002	Loading racks
		Track 3003	Loading racks
		Track 3005	Loading racks
		Track 3010	Loading racks
Mt. Vernon	Cenex	Track 2614	Unloading racks
Fir		Track 1171	Building
		Track 1172	Docks
Stanwood		Track 1163	Docks
		Track 1164	Docks
Arlington		Track 1301	Docks
		Track 1302	Building
		Track 1308	Docks
		Track 1310	Docks
		Track 1317	Docks
		Track 1318	Docks
Marysville		Track 1121	Building
		Track 1123	Building
Delta Yard		Track 461	Docks
		Track 462	Docks
		Track 497	Fence
		Track 503	Building
Bayside Yard		Track 120	Docks
		Track 225	Docks
		Track 225A	Docks
		Track 226	Docks

Long and Short Miles—Marysville, MP 37 to MP 38 is 9,946 feet. Bellingham, MP 94 to MP 96 is 5,239 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Bellingham Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 105.0 to MP 104.0
MP 93.0 to MP 83.0
MP 75.63 Bridge
MP 70.0 Bridge
MP 63.0 to MP 49.0

8. Line Segments

Yard Line Segments

Line Segment	Limits
603	Bellingham
616	Bellingham Yard and Runaround
399	Bellingham—Ex-Milw. trackage to MP 4.9
604	Bayside Yard
605	Delta Yard
50	Everett Jct. Bayside/Delta Jct..... MP 32.1 to MP 37.1

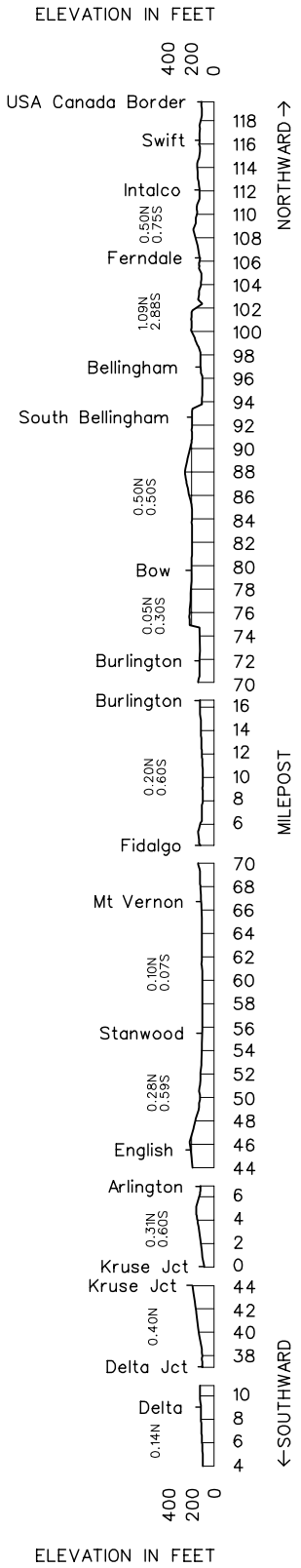
Road Line Segments

Line Segment	Limits	Mileposts
429	Stanwood—Twin City Food Spur	0.0 to 2.4
50	USA Canada Border to Delta Jct.	
409	Burlington to Fidalgo	
406	Arlington to Kruse Jct.	
408	Delta Jct. to Sea Line Jct.	
407	Sea Line Jct. to PA Jct.	

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
	Rabanco Spur	2.1 south of Ferndale	12	North
15069	Canfor	4.1 south of Ferndale	11	South
15053	Samish	3.8 north of Bow	55	Both
66207	Whitney (on Spur)	7.0 west of Burlington	10	Both
66212	Fidalgo (on Spur)	12.4 west of Burlington	24	Both
15041	MVB Station	1.4 north of Mt. Vernon	2	North
15032	Fir	5.3 south of Mt. Vernon	20	South
15025	Twin City Food (on Spur)	2.4 west of Stanwood	Yard	South
15020	Silvana	5.5 south of Stanwood	8	South
02166	Bayside	2.4 south of Delta Jct.	Yard	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Burbank Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	64869	65.3	RIPARIA	TY			74.1	
BETWEEN RIPARIA AND VILLARD JCT., UNION PACIFIC RULES AND TIMETABLE GOVERN.								
	64106	5.7	VILLARD JCT.	J	Rule 6.28	450	2.1	
	64104	4.0	BURBANK				0.7	
		3.3	BRIDGE 3.3 (Snake River Bridge)	A			0.6	
	12142	2.7	AINSWORTH JCT.			47	2.7	
	12143	0.0	PASCO				80.2	

Radio Channel No. 89 in service.

Pasco Control Operator
(509) 546-3244, Fax (509) 546-3318

Emergency Train Dispatcher—Call 911

UPRR Dispatcher Phone Numbers—
(402) 636-1710 - Weekdays
(402) 636-1709 - Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 5.7 to MP 0.0	10 MPH.

1(B). Speed—Permanent Restrictions —None

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

1(D). Speed—Other—None

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 ..... 143 tons, Restriction D

Cars in excess of 134 tons are not permitted on the Burbank Industrial Lead.

Six-axle locomotives and six-axle derricks are not permitted.

3. Type of Operation
Interlockings and Drawbridges—
Bridge 3.3 Snake River Bridge at MP 3.3
Trains, hy-rail inspection vehicles, or track vehicles that shunt the track must not enter the 75-foot approach circuits to the drawspan, nor may the bridge be lowered by maintenance personnel until permission is obtained from the Pasco Control Operator. Permission must not be requested until the movement is ready to occupy the bridge.
After train crews obtain permission, they will:
1. Occupy the 75-foot approach circuit with the lead engine for twelve (12) minutes.
2. When the bridge lowers and the absolute signal aspect indicates proceed, they may cross the bridge.
3. Notify the Pasco Control Operator when the caboose, last car, or light engine is clear of the bridge.

If the bridge does not lower after twelve (12) minutes, unlock the case marked “Train Crew Case”, and follow the instructions posted in the case.

After hy-rail vehicles, on-track machinery, and track vehicles that shunt the track obtain permission they will open the case marked “M/W Case”, and follow the instructions posted in the case.

4. General Code of Operating Rules Items
Rule 6.28—Rule 6.28 is in effect from MP 5.7 to MP 0.0, on the Martindale Industrial Lead at Ainsworth, MP 233.2 to End of Track and on the Walla Walla Industrial Lead and all auxiliary tracks.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
At Burbank, MP 4.1, the switching lead off the Walla Walla Industrial Lead and all Industry Tracks at Burbank.
At Pasco, MP 0.1, Zone 4, all track from the fouling point of the switch to Big Pasco.

7. Special Conditions
Villard Jct. to Pasco—Trains must not occupy the industrial track between Pasco and Villard Jct. without the permission of the Pasco operator.

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

Remote Control Operations—Signs located at MP 2.7 Including Martindale Industrial Lead and MP 137.0 and MP 147.5 (Lakeside Subdivision) designate the Remote Control Area at Pasco.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Yard Line Segments

Line Segment	Limits
471	Pasco Hump
630	Pasco
435	Riparia

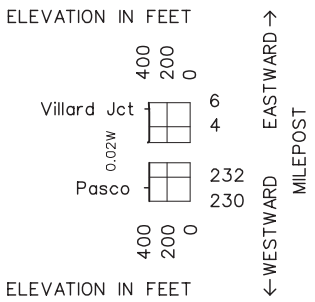
Road Line Segments

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
64113 Wallula	7.3 east of Villard Jct.	Yard	Both
64112 Attalia	6.3 east of Villard Jct.	Yard	Both
12140 East Pasco	2.3 east of Ainsworth Jct.	Yard	Both
Big Pasco	1.7 west of Pasco	Yard	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherry Point Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		15080	0.0	CUSTER	JT	Rule 6.28	418	1.8	
		15081	1.8	INTALCO		TWC		3.3	
		66604	5.1	ARCO		Rule 6.28		0.4	
		66606	5.5	ELLIOTT				2.1	
			7.6	CHERRY POINT YARD				1.2	
		66608	8.8	CHERRY POINT				8.8	

Radio Channel No. 70 in service between Custer and Cherry Point.
Radio Channel No. 60 in service on the Arco Lead Track.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—8-234-1607, Fax (817) 234-1608

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 1.8 to MP 5.1	25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.8 ..... 10 MPH.
MP 5.1 to MP 8.8 ..... 10 MPH.

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

1(D). Speed—Other

Bridge 4.0 Arco, cars heavier than 134 tons ..... 10 MPH.
Item 1(A), 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
Cherry Point to Intalco ..... 143 tons, Restriction D

Six-axle locomotives and six-axle derricks are not permitted on the Arco Lead.

3. Type of Operation
TWC—in effect:
MP 1.8 to MP 5.1

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—Rule 6.28 is in effect from MP 0.0 to MP 1.8 on both legs of the Intalco Wye and from MP 5.1 to MP 8.9.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Locations Approved for Gravity Switch Movements—Cherry Point Yard

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

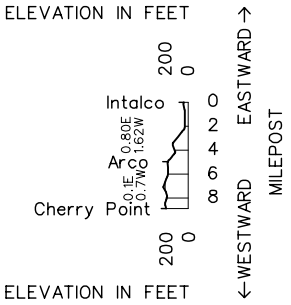
Cherry Point	BP	Track 4261	Load out area (engines will not clear)
Italco	Intalco Aluminum	Track 4374	Loading dock

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Road Line Segments
Line Segments Limits
418 ..... Custer to Cherry Point

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Coeur d'Alene Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		62713	12.6	COEUR d'ALENE	T	TWC	381	8.1	
		32705	4.1	POST FALLS				1.9	
		82702	2.3	GRAND JCT.	S			2.3	
		01850	0.0	HAUSER JCT.	JT			12.3	

Radio Channel No. 66 in service.
UPRR Channel 42-42, UPRR Call-Up *16

Train Dispatcher Phone Numbers
(817) 234-1609, Fax (817) 234-1610
UPRR dispatcher phone number:
(402) 636-1710 - Weekdays
(402) 636-1709 - Weekends

Emergency Train Dispatcher—Call 911 (Channel 76)

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 12.6 to MP 0.0	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other—None

> 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 six-axle derricks are not permitted.

3. Type of Operation
TWC—in effect:
MP 12.6 to 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 12.6 to Huetter MP 8.3

7. Special Conditions
Coeur d'Alene—Switching movement from west leg of wye will only be made to the main track.

Hauser Jct.—When departing Hauser Jct. for Coeur d'Alene, a member of the train or engine crew will attempt to call the UPRR Dispatcher and advise that their train is departing Hauser Jct. for Coeur d'Alene and furnish the UPRR dispatcher with an estimated time of arrival at Grand Jct.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Coeur d'Alene Subdivision.

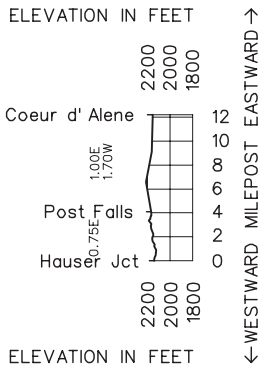
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

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
62630 Gibbs	10.5 east of Hauser Jct.	12	Both
62626 Huetter	7.7 east of Hauser Jct.	40	Both

10. Grade Chart



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	CTC	37	7.8	
	7,442	01883	1489.8	LYONS				9.5	
	6,930	01893	1499.3	ESPANOLA				12.2	
	7,532	01905	1510.8	EDWALL				9.1	
		01914	1520.2	BLUESTEM				7.5	
		01922	1527.7	HARRINGTON	X	DT ABS		15.1	
		01937	1542.9	LAMONA		CTC		10.2	
	9,232	01947	1553.2	ODESSA				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	ALBUS				5.6	
		02035	1640.1	ROCK ISLAND				3.3	
	8,370	02038	1643.3	MALAGA				6.9	
		02044	1650.2	WENATCHEE	BJY	ABS		169.6	

Radio Channel No. 66 in service.

Radio Channel No. 70 in service (Wenatchee Yard)

Radio Call-In		
Lyons - 19(X)	Edwall - 20(X)	Lamona - 21(X)
Marlin - 24(X)	Wilson Creek - 25(X)	Ephrata - 26(X)
Wenatchee East - 27(X)	Wenatchee Yard - 54(X)	Trinidad - 51(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Phone Numbers
(817) 234-1615, Fax (817) 234-1616

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1481.6 to MP 1650.2	79 MPH	60 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

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 1514.6	55 MPH	50 MPH.
MP 1514.6 to MP 1515.0	50 MPH	45 MPH.
MP 1515.0 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 1636.7	65 MPH	55 MPH.
MP 1636.7 to MP 1640.6	60 MPH	55 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

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

Trinidad	30 MPH	25 MPH.
Lyons, Espanola, Edwall, Odessa, Gibson, Wilson Creek, Adrian, Naylor, Quincy, Albus, and Malaga	35 MPH	35 MPH.
Trains over 100 TOB		25 MPH.
End of double track Lamona and Bluestem	35 MPH	35 MPH.
Trains over 100 TOB		25 MPH.

	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 Albus 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

Temperature Restrictions

Hot Weather—When the ambient temperature exceeds 90 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.

Cold Weather—See Item 33 of the System Special Instructions.

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 are not permitted on the following tracks:
Harrington Fertilizer—Tracks 1321 through 1329
Odessa—Tracks 1337 through 1349
Air Base Spur—Track 1382
Ephrata—Track 1385
At Quincy—Tracks 1201 through 1237
Alcoa—Tracks 1261 through 1272

3. Type of Operation

CTC—in effect:
MP 1481.6 to MP 1520.6
MP 1541.6 to MP 1646.8

ABS—in effect:
MP 1520.6 to MP 1541.6
MP 1646.8 to MP 1650.2

Double Track—in effect:
MP 1520.6 to MP 1541.6

Rule 9.14 and 9.15—in effect:
MP 1520.6 to MP 1541.6

Trains and engines moving eastward on Main 1 or westward on Main 2 will require track permit authority.

Yard Limits—in effect:
MP 1646.8 to MP 1650.2

Trains and engines must obtain permission from the yardmaster at Wenatchee or from a designated employee before entering these limits.

4. General Code of Operating Rules Items

Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Columbia River Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 West approach signal East Naylor, over."
Example of Conductors Transmission:
"AMTK 503 West approach signal East Naylor, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform.

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.

Rule 9.11—On the Columbia River subdivision while running against the current of traffic between Bluestem and Lamona, that part of the Rule 9.11 which reads, "When leaving block system limits, the train must move at restricted speed for two miles or until the leading wheels pass the opposing distant signal," is not in effect.

ABTH Rule 106.1, Regulating Horsepower per Ton—The last sentence of the first paragraph is changed to read: "Unless otherwise outlined below, crews must isolate or shut down excess units, but not more than 0.5 HPT below scheduled HPT, and not below 1.0 HPT."

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 1622.2—DED—WWD only
MP 1624.2—DED
MP 1638.1—DED—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—EWD only
MP 1633.6—Recall Code 518
MP 1638.1—DED—EWD only—Recall Code 277
MP 1644.6—DED/Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Train Inspections—A member of the inbound crew on a through train 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.

Tunnel Locations

Tunnel No.	Milepost
11.1	1621.5

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

Wenatchee	Track 305	Building & fence S side
	Track 354	Platform both sides
	Track 632	Concrete wall both sides

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

Long and Short Miles—MP 1633.0 to MP 1634.0 between Trinidad and Albus is 11,000 feet long. MP 1528.0 to MP 1529.0 on Main 1 and Main 2 between Harrington and Mohler is 3,700 feet long.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Columbia River Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 1503.0 to MP 1505.2
MP 1511.4 to MP 1512.4
MP 1534.5 to MP 1535.5

8. Line Segments

Yard Line Segments

Line Segment	Limits
628	Quincy Yard
656	Apple Yard

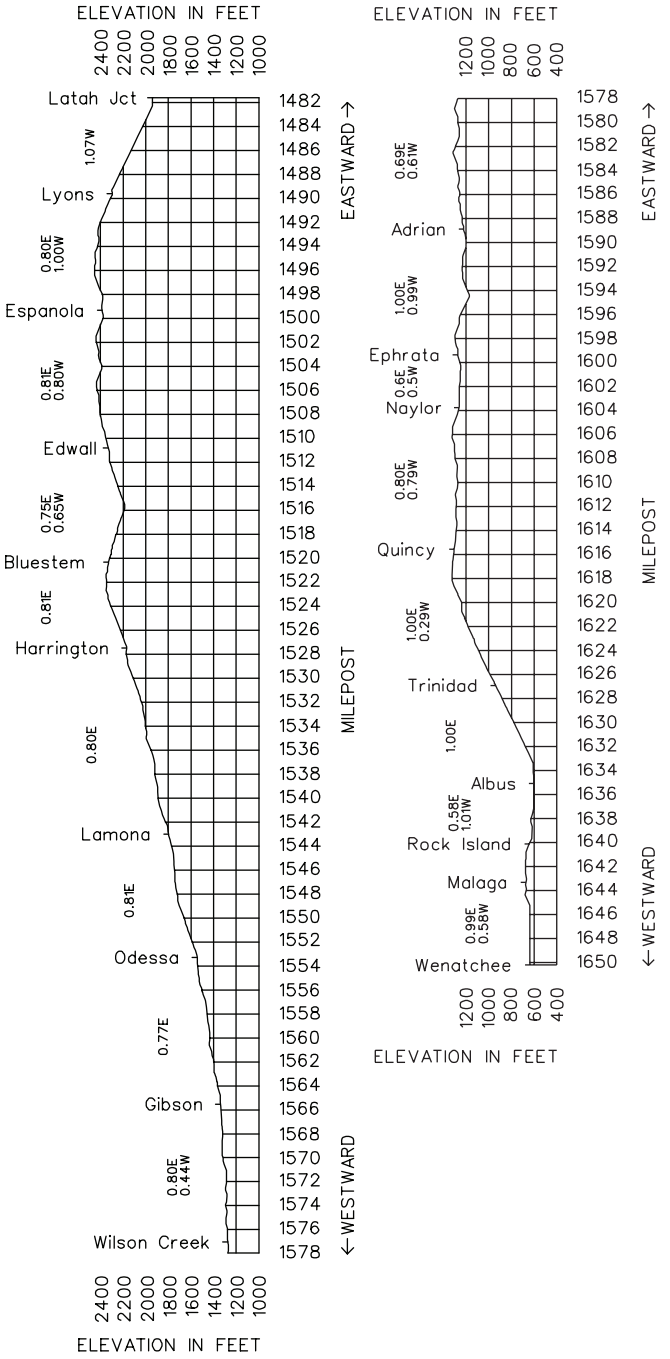
Road Line Segments

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 south of Fairchild	Yard	West
01899	Waukon	5.7 east of Edwall	55	Both
01909	Canby	3.7 west of Edwall	19	East
01913	Bluestem Elevator	0.1 east of Bluestem	52	Both
01928	Mohler-Main 2	6.7 west of Harrington	21	East
01928	Mohler-Main 1	6.7 west of Harrington	12	West
01932	Downs-Main 2	4.7 east of Lamona	37	East
01956	Irby	8.9 west of Odessa	25	West
01963	Marlin	6.6 east of Wilson Creek	60	Both
01978	Stratford	7.8 west of Wilson Creek	60	West
01991	Air Base	2.2 east of Ephrata	Yard	East
02003	Winchester	5.1 west of Naylor	26	West
02033	Voltage	2.5 east of Rock Island	32	West
02036	Alcoa Spur on Spur	1.2 west of Rock Island	Yard	West

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Fallbridge Subdivision **MAIN LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	12148	229.7	SP&S JCT	MJY	ABS		1.2	
7,932	12147	228.5	HOVER				4.6	
	12151	223.9	FINLEY				8.1	
9,352	12159	215.8	YELLEPIT				12.5	
6,864	12172	203.3	BERRIAN				11.3	
9,351	12183	192.0	PLYMOUTH		CTC		12.2	
7,052	12195	179.8	PATERSON				9.4	
9,128	12205	170.4	WHITCOMB				12.7	
7,103	12218	157.7	McCREDIE				9.9	
8,459	12228	147.8	ROOSEVELT				11.9	
7,099	12240	135.9	BATES				10.9	
9,136	12250	125.0	TOWAL				11.8	
7,092	12261	113.8	MARYHILL				7.7	
	12269	106.1	WISHRAM	BJTX(2)	2MT CTC		2.7	
	12272	103.4	AVERY				10.1	
9,935	12282	93.3	NORTH DALLES				8.0	
8,415	12290	87.1	LYLE				6.2	
11,115	12299	75.5	BINGEN		CTC	47	10.1	
9,888	12309	65.4	COOKS				11.5	
11,085	12321	53.9	STEVENSON				11.1	
9,958	12333	42.8	SKAMANIA				13.9	
9,910	12347	28.9	WASHOUGAL				4.4	
	12351	24.5	CAMAS				10.0	
	12361	14.5	McLOUGHLIN				2.4	
	12363	12.1	EAVAN	X			2.2	
	12365	9.9	VANCOUVER	BMJTX			0.3	
		9.6	BRIDGE 9.6 (Columbia River Drawbridge)	M			0.8	
		8.8	BRIDGE 8.8 (Oregon Slough Drawbridge)	M	2MT CTC		0.7	
	12368	8.1	N PORTLAND JCT	MJTX			1.1	
	12369	7.0	EAST ST JOHNS	BJX			1.9	
		5.1	BRIDGE 5.1 (Willamette River Drawbridge)	M			0.8	
	12372	4.3	WILLBRIDGE	BJTX			2.3	
	12373	2.0	LAKE YARD	TX			2.0	
	12375 12374	0.0	PORTLAND (Union Station)	BJX			232.7	

Radio Channel No. 87 in service between Washougal and SP&S Jct.

Radio Channel No. 76 in service between Portland and Washougal.

Radio Call-In		
Kennewick-54(X)	Yellepit-70(X)	Umatilla-71(X)
Whitcomb-73(X)	Roosevelt-59(X)	Towal-75(X)
Maryhill-41(X)	Wishram-76(X)	Lyle-72(X)
Bingen-79(X)	Stevenson-80(X)	Camas-81(X)
Vancouver-50(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Warm Bearing Desk X=5		

Train Dispatchers' Phone Numbers
SP&S Jct. to ESS Washougal—
(817) 234-1617, Fax (817) 234-1618
Vancouver Terminal Dispatcher—
(817) 234-6125, Fax (817) 234-7205

1. Speed Regulations

1(A). Speed—Maximum

	Talgo	Passenger	Freight
MP 229.7 to MP 106.1		79 MPH	60 MPH.
MP 106.1 to MP 9.9		70 MPH	60 MPH.
MP 9.9 to MP 0.0	79 MPH	70 MPH	60 MPH.

Exception to SSI Item 1. Speed Restrictions:
Trains consisting entirely of Loaded Double Stack Equipment may operate at 60 MPH. if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 229.7 to MP 229.1	35 MPH	25 MPH.
MP 215.1 to MP 211.5	60 MPH	50 MPH.
MP 187.5 to MP 182.4	70 MPH.	
MP 174.6 to MP 174.3	60 MPH	50 MPH.
MP 174.2 to MP 154.2	70 MPH.	
MP 150.5 to MP 142.5	70 MPH.	
MP 138.6 to MP 137.7	70 MPH.	
MP 132.9 to MP 131.3	70 MPH.	
MP 121.4 to MP 112.7	70 MPH.	
MP 112.7 to MP 107.7	50 MPH	50 MPH.
MP 107.7 to MP 106.1	60 MPH.	
MP 106.1 to MP 105.9	60 MPH	50 MPH.
MP 105.9 to MP 103.0, (Main 1)	60 MPH	50 MPH.
MP 105.9 to MP 102.4, (Main 2)	20 MPH	20 MPH.
MP 99.9 to MP 99.1	65 MPH.	
MP 95.3 to MP 95.8	65 MPH.	
MP 92.5 to MP 92.1	65 MPH.	
MP 86.5 to MP 83.6	60 MPH	55 MPH.
MP 83.6 to MP 82.6	55 MPH	50 MPH.
MP 82.6 to MP 79.2	60 MPH	55 MPH.
MP 75.9 to MP 75.3	45 MPH	45 MPH.
MP 75.3 to MP 54.2	60 MPH	55 MPH.
MP 54.2 to MP 53.6	60 MPH	55 MPH.
MP 53.6 to MP 45.1	60 MPH	55 MPH.
MP 45.1 to MP 33.9	55 MPH	50 MPH.
MP 28.8 to MP 25.6	65 MPH	55 MPH.
MP 25.6 to MP 24.9	55 MPH	40 MPH.
MP 24.9 to MP 24.0	40 MPH	40 MPH.
MP 11.5 to MP 10.5	50 MPH	50 MPH.
MP 10.5 to MP 9.8, (Both Main Tracks)	10 MPH	10 MPH.
MP 9.8 to MP 9.2	30 MPH	30 MPH.
MP 9.2 to MP 8.9	40 MPH	40 MPH.
MP 8.9 to MP 8.5	30 MPH	30 MPH.
MP 8.5 to MP 5.5		50 MPH.
MP 5.5 to MP 5.0	30 MPH	30 MPH.
MP 5.0 to MP 3.4	50 MPH	35 MPH.
MP 3.4 to MP 3.0	50 MPH	35 MPH.
MP 3.0 to MP 1.5	70 MPH	50 MPH.
MP 1.5 to MP 0.9	50 MPH	35 MPH.
MP 0.9 to MP 0.3	35 MPH	30 MPH.
MP 0.3 to MP 0.0	10 MPH.	10 MPH.

Northbound passenger trains may increase speed to 50 MPH after Nicolai Street crossing is occupied and gates are set to provide protection.

1(C). Speed—Switches and Turnouts

On sidings and/or through dual control turnouts at the following locations		
Pasco (MP 230.2), SP&S Jct	25 MPH	25 MPH.
East Dual Control Turnout Hover	12 MPH	12 MPH.
West Dual Control Turnout & Siding Hover	25 MPH	25 MPH.
Yellepit, Berrian, Paterson, Whitcomb, McCredie Bates, Towal, Maryhill, North Dalles, Lyle, Bingen Cooks, Washougal	35 MPH	35 MPH.
Trains over 100 TOB		25 MPH.
Plymouth, Roosevelt, Skamania	30 MPH	30 MPH.
Trains over 100 TOB		25 MPH.
Wishram, Avery, Stevenson, Evan	25 MPH	25 MPH.
McLoughlin	45 MPH	45 MPH.
Trains over 100 TOB		40 MPH.
Columbia River Bridge Interlocking to Fallbridge Subdivision	10 MPH	10 MPH.
N. Portland Jct.	10 MPH	10 MPH.
Fallbridge Sub to former A-Line Sub	10 MPH	10 MPH.
Willbridge	10 MPH	10 MPH.
MP 0.5, East and West Crossover switches	30 MPH	30 MPH.
Trains over 100 TOB		25 MPH.
On sidings with no dual control switches	10 MPH	10 MPH.

Freight

1(D). Speed—Other

Tunnels 1, 2, 10 and 11, Car Kind M3E .....13 MPH.

Additional information on special car handling instructions are located in the System Special Instructions.

Temperature Restrictions

Hot Weather—When the ambient temperature exceeds 85 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.

Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pasco to Portland .....143 tons, Restriction B

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

Dallesport—Industrial Park
Bingen—Industry tracks
Hood—Flat track
Home Valley—Co-ply track
Port of Washougal Lead—Lead track
Camas—all tracks except: Old Pass and House Track
Vancouver Yard—Caboose Track Lead and Caboose Tracks 1 and 2.
3032 through 3038—30 yard
3110 through 3116 Gen Chem, Fab, Boise, MTC
3141 through 3150 - Tesoro, Trimac, GTS
3166 through 3199—Port Loop track, GATX, Com Plus, FoodExpress
3200 through 3267—Kotobuki, Deml, Steel Yd, NW Pak, Metro Metal
3400 through 3468—Frito, Nalco
3503 through 3511—Holnam, Albina
3552 through 3553—Asphalt Supply
3610 through 3634—Ship yard tracks
3752 through 3770—Nutt track, Back track, Bemis, Texon, Suburban, Halser
3913 through 3918—Rail2, Motor Car Shop, Lmb1 & 2, Coa1 & 2
3962 through 3963—Store 1 & 2

3. Type of Operation

CTC—in effect:
MP 229.7 to MP 0.3

Multiple Main Tracks—in effect:
2 MT
MP 106.1 to MP 102.4
MP 14.9 to MP 0.3

Interlockings and Drawbridges—
Bridge 9.6 Columbia River Drawbridge at MP 9.6
Bridge 5.1 Willamette River Drawbridge at MP 5.1
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge tender must be contacted on radio channel 76 to inspect the bridge equipment before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the bridge tender. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must receive verbal permission from the bridge tender. They must also obtain track authority from the Vancouver Terminal Dispatcher.

Bridge 8.8, Oregon Slough Drawbridge at MP 8.8
Bridge is a manual interlocking, normally unattended.
TY&E Instructions—When a signal displays a Stop indication, after complying with GCOR Rule 9.12.2, the train will be governed as follows: A crew member must precede the movement between the outer opposing absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the not-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed.

Maintenance of Way instructions—Employees may occupy the interlocking on track and time authority from the train dispatcher. The bridgetender must not operate the bridge without talking to the train dispatcher to determine if Maintenance of Way track and time authority is in effect.

UP Trackage—Train, engine, and yard crews operating over the UP trackage between Brooklyn Yard and East Portland Interlocking and between the East Portland interlocking and North Portland are governed by the UP rules and timetable.

PTRR Trackage—Train, engine, and yard crews operating over the PTRR trackage at Portland between Union Station and MP 0.3 are governed by PTRR yard bulletins and instructions. PTRR rules apply. All trains at Portland Union Station must obtain permission from the PTRR Yardmaster prior to departure.

4. General Code of Operating Rules Items

Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Fallbridge Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 West approach signal East Bates, over."
Example of Conductors Transmission:
"AMTK 503 West approach signal East Bates, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform.

Rule 5.8.2, Sounding Whistle—Quiet Zone Locations— Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location:	Milepost:
3rd Street	MP 25.85
6th Street	MP 26.13
20th Street	MP 27.02
24th Street	MP 27.24
32nd Street	MP 27.71

Rule 6.17 and Rule 8.3—Trains arriving or departing Wishram via the Oregon Trunk Subdivision, using the East Leg of the Wye, may leave the switch from MAIN 2 to the East Leg of the Wye and/or the switch at MP 0.4 (on the Oregon Trunk Subdivision) lined and locked in the reverse position. They must advise the Pasco West Dispatcher when the switch is not restored to the normal position. Trains departing Wishram southward to the Oregon Trunk Subdivision must advise the Pasco West Dispatcher when they are clear of the Fallbridge Subdivision.

Rule 6.19—When flagging is required, distance will be 2.5 miles between SP&S Jct. and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

Rule 10.2—The following switches are not equipped with electric locks:

MP 215.5 ..... Siding, Yellepit
MP 202.6 ..... Siding, Berrian
MP 179.2 ..... West end siding, Paterson
MP 170.0 ..... East end siding, Whitcomb
MP 169.8 ..... West end siding, Whitcomb
MP 158.4 ..... East end Siding, McCredie
MP 140.6 ..... Spur switch, Sundale
MP 135.2 ..... Spur switch on siding, Bates
MP 124.5 ..... Spur switch on siding, Towal
MP 114.1 ..... Spur switch on siding, Maryhill
MP 96.5 ..... Spur switch, Dallesport
MP 71.2 ..... Spur switch, Broughton
MP 37.8 ..... Spur switch, Prindle

ABTH Rule 106.1—In the application of ABTH 106.1, Regulating Horsepower per Ton, train and engine crews must use all available HPT up to 1.0 HPT on the entire subdivision. Trains exceeding 1.0 HPT must isolate down as close as possible without falling below 1.0 HPT.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 207.8—Recall Code 718
MP 190.8—Recall Code 737
MP 177.2—Recall Code 738
MP 152.2—Recall Code 598
MP 147.1—DED/Exception Reporting
MP 142.2—DED/Exception Reporting
MP 136.7—DED/Exception Reporting
MP 131.86—DED/Exception Reporting
MP 128.0—Recall Code 758 (No Train Speed)
MP 118.6—DED/Exception Reporting
MP 110.1—DED/Exception Reporting
MP 105.1—DED/Exception Reporting
MP 100.0—Recall Code 768
MP 96.1—DED/Exception Reporting
MP 89.6—DED/Exception Reporting
MP 81.7—Recall Code 788
MP 73.9—DED/Exception Reporting
MP 70.7—Recall Code 798
MP 66.0—DED/Exception Reporting
MP 61.0—Recall Code 818
MP 58.6—DED/Exception Reporting
MP 52.5—DED/Exception Reporting
MP 48.4—Recall Code 808
MP 43.5—DED/Exception Reporting
MP 37.6—Recall Code 238
MP 32.2—DED/Exception Reporting
MP 25.1—DED/Exception Reporting
MP 19.8—Recall Code 508

6. FRA Excepted Track

Portland—
St. Helen's Road Lead, west of 12th St. Yard.
Run Tracks 3, 6 & 10, Columbia Business Park, Zone 2.
Lie Bye Lead, 12th Street Yard, from and including Switch 303, to and including Switch 306.
Bushnell Lead, off Lie Bye Lead, 12th Street Yard.
All tracks in Zones 3 and 4.

7. Special Conditions

Finley— To turn the yard lights on at the west end of Finley, push the "start" button on the side of the control box, which is located on the light pole. The lights will shut off automatically.

McCredie—When cars are set out on the Spur, Track 1282, they must be set out west of the setoff to clear the MW setoff.

Roosevelt—Derails and blue flags have been installed on both ends of the three ramp tracks at Regional Disposal Company's (RDC) intermodal facility at Roosevelt. Responsibilities of RDC and BNSF employees are as follows:

The RDC foreman is responsible for the application and removal of the blue flags/lights, derails and locks which will be applied prior to beginning of loading/unloading a track and removed, and locked, when finished. When a train is spotted for unloading during RDC working hours, the foreman will not flag the track until he has ascertained from the BNSF crew that the track is properly secured.

When spotting an inbound train in RDC's yard, BNSF crew will position it so all rail equipment will be at least 150 feet inside the derail after moving the power to the west end of their inbound train and secure the train per Air Brake and Train Handling Rule 103.8. If RDC tracks are blue flagged, a member of the BNSF train crew will contact the RDC foreman for their removal, any spotting instructions, and inform the foreman when any cars left are properly secured. The lights at Roosevelt can be activated for a two hour period by using tone code 587 on the touch pad of any radio. The lights are to be turned on only by trains working at Roosevelt.

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

Bingen – Bridge 75.3 is protected by a detector actuated by a high load passing through the underpass. Eastward trains proceeding beyond signal 74.0, per rules 9.1.13 and 9.1.14 and westward trains proceeding beyond West Bingen per rule 9.12.1, must stop short of bridge 75.3 and make an inspection for damage before passing over bridge 75.3.

Hood—Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.

Stevenson— Avoid blocking the crossings between East and West Stevenson for more than 20 minutes, except in an emergency. When stopping at Stevenson, contact the train dispatcher for instructions.

Skamania—Do not block the West Skamania Landing Road crossing between the hours of 0730 and 0800, 1430 and 1500, and 1545 and 1615 Monday through Friday when school is in session to allow school bus access. School busses may not use the East Skamania Landing Road crossing because of clearance problems. If it becomes necessary to cut the crossing, comply with GCOR Rule 6.32.2 to allow for crossing signals to clear and afford bus driver adequate visibility of the adjacent track when crossing.

Vancouver—All locomotive movement in and out of the Vancouver Fueling Facility requires permission from the Vancouver Yardmaster. The normal position of Vancouver Fueling Facility switches are lined for Back Lead movement on the north end and lined for Track 16 on the south end. These switches must be returned to their normal position after use. Within the Vancouver SP&S main yard, crews on all trains and engines must get permission from the Vancouver Yardmaster prior to commencing movement in or out of "B" yard tracks.

Cars exceeding 73 feet must not be placed in NP Tracks 3374 or 3375.

Unless an immediate movement is to be made, all switches on the Middle Lead, including the switch to the New Grain Yard Lead, must be left lined for movement on the Middle Lead.

Mill Plain Crossing Instructions—Traffic control signals are in service on the west end of the new Mill Plain overpass. The north key controller is located on the city traffic signal mast and the south key controller is on a pedestal next to the track. To Operate:

Stop at the stop signs and key the controller CLOCKWISE, then turn it back and remove the key. Nothing will happen until the key is removed. At that time, a white indicator light will turn on above the railroad traffic signal to indicate the request is in. When all conflicting highway signals are at stop, the railroad control signal will change from red to green.

The system does not reset itself. The train crew has to key the controller again to reset the system for highway traffic. The reset can be done with either key controller. Do not reset the controller until the train is clear of the crossing.

Hyundai Lead crossing signal activation procedures:
Prior to crossing road leading into container facility on Hyundai Lead, the following must be complied with:

1. Train or engine must stop at sign located 75 feet from crossing.
2. Activate key controller. Observe that indicator light on signal bungalow has been activated.
3. After light has been activated, movement can proceed into the crossing area. Note: A 20 second delay occurs from the time key controller is activated until light on bungalow is illuminated.
4. Movement over crossing must not be made until light on bungalow is illuminated.
5. After movement has been completed over crossing, any other movement over crossing must be made in accordance with items 1, 2, and 3 above.
6. A recorder unit is tied to the key controllers to keep a record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

Portland, Lake Yard, Willbridge—Before a movement enters the intersection of 29th Avenue and Nicolai Street, crew members must use the switch key controller to actuate the traffic signals. After the movement has entered intersection, the switch key may be removed and the signals will return to automatic operation once the movement has cleared the intersection.

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

Tricon	Waterway Tracks 3, 4, and 8
Gunderson Tracks	Elf Atochem Spurs 1, 3, and 6
Gemstar	(flashing lights and gates)

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

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

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

Indicator lights are located adjacent to each switch key controller and will display the following traffic signal indications:
Red: Normal operation for traffic.
Green: Traffic signals are operating to provide crossing protection.

Flashing lights with gates are in service at the Balboa Street crossing near MP 4.2 at Willbridge. Movements on the ELF Atochem-Chipman-Gilmore Steel spur must stop at the Stop sign 25 feet from crossing and wait for signals and gates to operate for a sufficient time to provide warning. A switch key controller on the signal bungalow near the crossing allows manual operation of the signals and gates.

Balboa Street Emergency Access MP 4.2—Storage of rail cars on any tracks blocking the crossing is prohibited.

Doane Street Emergency Access MP 3.92—Storage of rail cars on any tracks blocking the crossing is prohibited.

26th Ave. and Front Street in Portland—Traffic signals are activated by island track circuits. Rail movements must stop at the Stop signs prior to entering Front Street to allow the crossing signals to activate.

Terminal 6—Track occupancy on Ford Lead south of Marine Drive will be protected by industry flag, temporary derails and Ford Auto Facility lock when in use by Ford Auto Facility crews. Refer to GCOR Rule 5.14.

Remote Control Operations—Signs located at MP 132.0 (Seattle Subdivision) and MP 13.0 and MP 0.0 (Fallbridge Subdivision) designate the Remote Control Area for the Vancouver/Portland Complex.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in place at:
6th Street, MP 26.13
32nd Street, MP 27.71
These gates can be activated by using Channel 54 and entering the four-digit MP number followed by the pound (#) key. The gates will activate for 30 seconds.

Train Inspections—A member of the inbound crew on a through train 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.

Mechanical Setout Locations—The following locations have been designated Mechanical setout locations because of their accessibility to Mechanical Department repair vehicles:

Westward

Wishram	Track 6511 & 6508
Avery	East End tracks 6541 and 6542
Adams	Track 6257
Bingen	Track 6252 & 6249
Hood	West end of Track 6231
Home Valley	East End track 6211
Stevenson	East side of Crossing Track 6203
N. Bonneville	West end of Track 6161
Skamania	Track 6155
Washougal	Track 6103 Camas West end of Track 6001

Eastward

Wishram	Tracks 6511 & 6508
Avery	East End
North Dalles	Track 6266
Adams	Track 6257
Bingen	Tracks 6246, 6251 & 6250
Hood	West End of Track 6231
Home Valley	East End Track 6211
Stevenson	East Side of Crossing Track 6203
N Bonneville	West end of Track 6161
Skamania	Track 6155
Washougal	Track 6103 and West End of Track 6130
Camas	Track 6003

Tunnel Locations

Tunnel No.	Milepost	Tunnel No.	Milepost
12	108.1	6	69.7
11	85.9	5	69.1
10	83.5	4	68.4
9	83.3	3	67.9
8	83.1	2	67.6
7	82.8	1.5	49.5
		1	34.7

Hazardous Material—The Oregon Vehicle Code 824.084 requires a visual external inspections of all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an “Explosive A”, “Flammable Gas” or “Poison Gas” placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the car’s arrival and within two hours of the car’s departure. If no carman is on duty to perform the required OVC 824.084 inspections, the inspections shall be made by a member of the train or switch crew at each yard or station where the affected rail car terminated or originated. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

All auxiliary tracks.	
Northwest Pack Spur	loading dock

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Avery		Tracks 6541—6542
St. Johns Yard		Tracks 2003—2004
Willbridge		Tracks 702—703
Vancouver	30 Yard	Tracks 3032—3033
		Tracks 4502 thru 4518
McCall Oil and Chemical		Tracks 1102—1103.
At Wishram		Tracks 6501 thru 6508
		Tracks 6518 thru 6520

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Fallbridge Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 204.85 to MP 204.75
MP 190.65 to MP 190.55
MP 174.95 to MP 174.85
MP 167.95 to MP 167.85
MP 161.85 to MP 161.75
MP 147.05 to MP 146.95
MP 141.15 to MP 141.05
MP 133.75 to MP 133.65
MP 42.75 to MP 42.70

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
632	Wishram	
643	Vancouver	Vancouver to East end Columbia River Bridge
645	E St. Johns	East end Columbia River Bridge to East end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) 10 Kittridge Ave.
2119	Guilds Lake Yard	Hub Center
647	Portland	Kittridge Ave. to East Portland

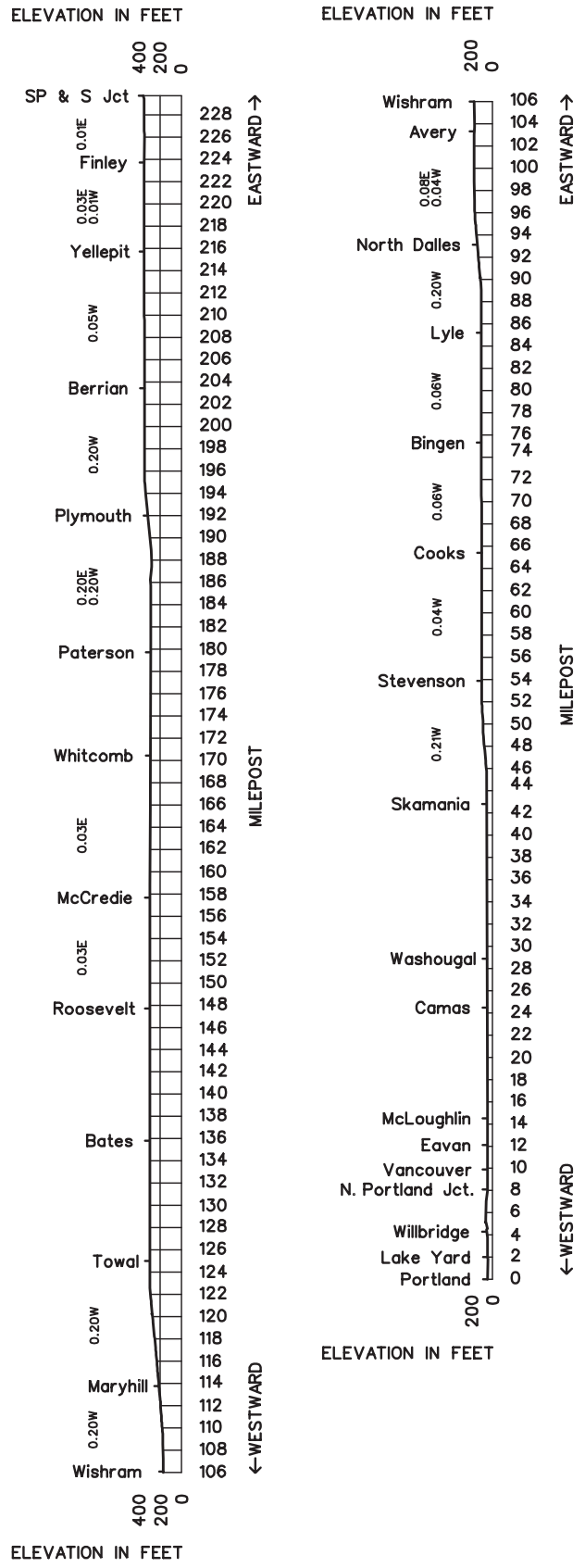
Road Line Segments

Line Segment	Limits
47	SP&S Jct. to Portland
688	Whitcomb—MP 174.0

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
12200 Whitcomb Pit	3.9 east of Whitcomb-MP 174.3	37	Both
Floxton Spur	7.3 west of Roosevelt MP 140.5	16	East
12255 Cliffs (Aluminum Plant)	5.0 east of Maryhill-MP 118.6	33	West
12256 Hewett	4.0 east of Maryhill-MP 117.6	60	Both
12272 Avery Storage Tracks (2)	Avery MP 103.4	70 Each	Both
12278 Dallesport Ind. Park	3.7 east of North Dalles-MP 97.0	Yard	East
12279 Dam Spur	3.3 east of North Dalles-MP 96.6	10	West
12292 Adams	3.9 west of Lyle-MP 87.1	Yard	Both
12300 Underwood Fruit & Whse.	0.9 west of Bingen-MP 75.0	6	East
12304 Hood	4.3 west of Bingen-MP 70.9	54	Both
12316 Home Valley	6.6 west of Cook-MP 59.3	40	Both
12322 Stevenson Plywood Co.	1.6 west of Stevenson-MP 53.2	15	East
12326 North Bonneville (1 track)	5.0 west of Stevenson-MP 50.3	104	Both
12337 Prindle	4.3 west of Skamania-MP 37.6	3	East
12343 Mt. Pleasant	4.0 east of Washougal-MP 32.1	95	Both
Old Siding Washougal	Washougal-MP 28.8	70	Both
12350 Camas-Washougal Port	3.8 east of Camas-MP 27.6	15	East
CRT Spur	2.2 east of Camas-MP 26.0	3	East
Hamilton Bros. Lumber Co.	2.0 east of Camas-MP 25.8	3	East
12355 Columbia Vista Lumber Co.	3.4 west of Camas-MP 20.5	2	West
12362 Shipyards (Main 2)	0.7 west of Eavan-MP 11.9	Yard	West

10. Grade Chart



SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Gateway Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
		14295	0.0	BIEBER LINE JCT	J	Rule 6.28		1.0	
		14296	1.0	KLAMATH FALLS	BT			2.0	
			3.0	SOUTH KLAMATH FALLS				12.4	
	2,400	14311	15.4	MERRILL				9.1	
		14320	24.5	MALIN				7.1	
	2,250	14327	31.6	STRONGHOLD	A			13.1	
	5,073	14340	44.7	MAMMOTH				9.5	
	6,751	14350	54.2	KEPHART				12.3	
	5,036	14362	66.5	SCARFACE				11.8	
	6,820	14374	78.3	LOOKOUT	J	TWC	55	12.7	
	8,024	14385	90.0	BIEBER	T			17.2	
	4,251	14505	108.2	LITTLE VALLEY				18.3	
	6,758	14520	126.5	HALLS FLAT	T			13.7	
	4,235	14525	140.2	LODGE POLE				23.4	
	4,338	14545	163.6	WESTWOOD				13.7	
	7,942	14555	177.3	ALMANOR				19.5	
	4,208	14565	196.8	MOCCASIN				6.0	
		14570	202.8	KEDDIE	JT			0.1	
			202.9	KEDDIE WYE		CTC		202.9	

Between Keddie and Keddie Wye UP rules and timetable govern

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddie.

UPRR Dispatcher Tone 15

Radio Call-In		
Hamaker - 61(X)	Klamath - 62(X)	Malin - 41(X)
Tionesta - 42(X)	Scarface - 43(X)	Bieber - 51(X)
Big Valley - 52(X)	Little Valley - 53(X)	Halls Flat - 54(X)
Lodge Pole - 61(X)	Westwood - 62(X)	Almanor - 63(X)
Crescent - 64(X)	Keddie - 65(X)	
Emergency - 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Phone Numbers
0700 - 1500, Monday—Friday, (817) 234-1722, Fax (817) 234-7451
1500 - 0700, Monday—Friday and Saturday Sunday, (817) 234-6454, Fax (817) 234-6467

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 3.0 to MP 202.9	49 MPH.

1(B). Speed—Permanent Restrictions

MP 14.8 to MP 15.1 (HER)	40 MPH.
MP 93.7 to MP 124.3	25 MPH.
MP 124.3 to MP 126.0	40 MPH.
MP 136.3 to MP 165.7	40 MPH.
MP 165.7 to MP 188.8	25 MPH.
MP 188.8 to MP 196.8	40 MPH.
MP 196.8 to MP 202.8	20 MPH.

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

1(D). Speed—Other

MP 0.0 to MP 3.0	20 MPH.
On sidings	10 MPH.
Almanor Railroad	5 MPH.

Between MP 178 and MP 188 - Southward trains exceeding 3,500 tons must utilize the balanced braking method of controlling speed as described in Air Brake and Train Handling Rule 103.7.4.

Between MP 196.8 and MP 197.8 Item 1A of System Special Instructions applies to all trains.

Temperature Restrictions
Hot Weather—When the ambient temperature exceeds 85 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.
Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Bieber Line Jct. to Keddie.....143 tons, Restriction B

Trains exceeding 100 TOB may not use the sidings at Merrill, Stronghold, Mammoth, Kephart and Lodge Pole

3. Type of Operation
CTC—in effect:
MP 202.8 to MP 202.9, East and West legs of wye

TWC—in effect:
MP 3.0 to MP 202.8

4. General Code of Operating Rules Items
Rule 5.8.2—Within the state of California, sound the whistle approaching all crossings, public and private.

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 6.28—in effect:
MP 0.0 to MP 3.0

ABTH Rule 100.13—All Southbound trains will perform a running air brake test between MP 147 and MP 167.

ABTH Rule 106.1—In the application of ABTH 106.1, Regulating Horsepower per Ton, train and engine crews must use all available HPT up to 3.0 HPT on the entire subdivision northward. Trains exceeding 3.0 HPT must isolate down as close as possible without falling below 3.0 HPT.

Train and engine crews must use all available HPT up to 2.5 HPT on the entire subdivision southward. Trains exceeding 2.5 HPT must isolate down as close as possible without falling below 2.5 HPT.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or other Structures:
MP 199.9—DED/Exception Reporting
MP 201.9—DED/Exception Reporting (Transmits on the BNSF and UPRR radio channels simultaneously and will announce the following post-train message if a defect is identified, “UP detector, located at BNSF mile post 201.9”).

B. Other TWD Locations
MP 19.6—Recall Code 8
MP 50.3—Recall Code 8
MP 68.6—Recall Code 8
MP 87.6—Recall Code 8
MP 92.4—DED/Exception Reporting
MP 97.4—DED/Exception Reporting
MP 102.4—DED/Exception Reporting
MP 107.4—Recall Code 8
MP 112.2—DED/Exception Reporting
MP 118.9—DED/Exception Reporting

MP 125.8—DED/Exception Reporting
MP 135.2—Recall Code 8
MP 162.5—DED/Exception Reporting
MP 167.2—Recall Code 8
MP 171.2—DED/Exception Reporting
MP 176.2—DED/Exception Reporting
MP 182.2—DED/Exception Reporting
MP 187.4—DED/Exception Reporting
MP 195.6—Recall Code 8
MP 197.2 to MP 200.2—Slide Fence
Signal Indication:
Flashing Lunar (normal)
Solid Lunar or dark (fence activated)

6. **FRA Excepted Track—**None

7. **Special Conditions**

Klamath Falls, White Line Yard—Staub Spur (Track 9119) from the switch to end of the spur is 2 MPH. Handle only Staub cars on the spur.

Clear Creek Junction—Southward trains may enter these tracks only with locomotives and cars to be set out or picked up.

Between MP 147.2 and MP 202.8—When the power-on light on the exterior of a signal house is not lit, immediately notify the train dispatcher.
EXCEPTION: Crossing at MP 147.2 which is solar powered.

Between Moccasin and Keddie—Employees must not walk on the west side of the main track between MP 196.3 and MP 202.7. Employees are relieved from the requirement of train inspection from the west side of the main track at this location.

Remote Control Operations—Signs located at MP 0.0 and MP 3.0, (Gateway Subdivision) designate the Remote Control Area at Klamath Falls. This includes White Line Industrial Spur.

Train Length/Coupler Capacity Limitation—
Southward
Conventional (no DP or helpers)
Grade C (manifest) - 8,650 tons
Grade E (bulk commodity) - 12,020 tons

DP or Helped trains (cut in or on rear)
Grade C (manifest) – 13,000 tons
Grade E (bulk commodity) - 13,000 tons

Northward
Conventional (no DP or helpers)
Grade C (manifest) - 5,500 tons
Grade E (bulk commodity) - 5,500 tons

DP or Helped trains
Grade C (manifest) CUT IN OR ON REAR - 9,400 tons
Grade E (bulk commodity) ON REAR (3 x 2) - 9,400 tons
Grade E (bulk commodity) CUT IN (3 x 3) - 12,500 tons

NOTE: All conventional (non-DP) trains may operate at up to the Grade E limitation if the first Grade C coupler (from the head end) does not have more trailing tonnage than the Grade C limits outlined above. This may be determined using the TSS command "TONTOT".

Dynamic Brake Requirements for Southward Freight Trains—Use the following chart to determine you meet the minimum requirements for operative dynamic brakes. This requirement is for the portion of the Gateway Subdivision from MP 178 to MP 188. Train must not proceed if minimum requirements are not met.

TONS PER OPERATIVE BRAKE (TOB)

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	6	6	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 to 16,000	12	14	20	26	30	34	38

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table to determine TOB, round the figures up to the next whole number. For example: 105.1 TOB becomes 106 TOB. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Train Inspections—A member of the inbound crew on a through train 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.

Mechanical Setout Locations—The following locations have been designated Mechanical setout locations because of their accessibility to Mechanical Department repair vehicles:

Merrill	Track 9715
Malin	Track 9720
Stronghold	Track 9728
Tionesta	Track 9746
Lookout	North End Track 9777
Bieber	Track 9812
Halls Flat	Tail of Wye
Lodge Pole	North End Track 9931
Westwood	Track 9943
Crescent Mills	Track 9981

Switch Point Monitoring System (SPMS) Instructions—The Switch Point Monitoring System is a program that will alert the dispatcher that a main track switch may not be properly lined for an approaching train in non-signaled TWC territory.

SPMS is in effect on the Gateway Subdivision at the north and south siding switches at Bieber, Halls Flat and Westwood.

The following information and instructions apply when the system is in service:
The train dispatcher will receive an alert if a train has authority over any equipped switch that changes status from the normal position. Alerts will occur if a switch is reversed or its position becomes unknown (indeterminate).

Exception: An alert will not occur for trains operating with a box 2 or 3 track warrant for switches located in the "from" and "to" locations of their authority.

When an alert is received, the train dispatcher must do the following:

- Promptly determine the location of the train with authority over the alerting switch. If the train has passed the alerting switch, perform a track release to cancel the alert.

- If the train is closely approaching the alerting switch, the train dispatcher may notify the crew verbally using the appropriate verbiage in the dialog box presented by the CTWC database.
- If the train is not closely approaching the alerting switch, the train dispatcher must issue a new track warrant to the affected train that restricts authority to the alerting switch.

Note: Track Warrant box 4 authority for trains must end at any indeterminate switch. Authority may be issued beyond the indeterminate switch only after the employee has verified that the switch is in the normal position by performing an on-ground inspection.
The dispatcher is prohibited from issuing two box 4 track warrants to the same train that make the limits of authority end-to-end. For example, do not issue track warrant #1 with box 4 from Anna to Bess and track warrant #2 with box 4 from Bess to Cloy.

Information received from the Switch Point Monitoring System must not be used to change the position of a main track switch that is protected by a track warrant under the Protect Open Switch rules (GCOR 8.3, MWOR 8.3, and TDOCOM 42.19).

When a train crew is notified to be prepared to stop at an alerting switch, (either verbally or with a track warrant), the train must not proceed over the switch until a crew member inspects the switch from the ground. The position of the switch must be reported to the train dispatcher as soon as possible after the inspection.

Maintenance of Way (MW) employees must have authority prior to operating an equipped main track switch. When Form B authority is in effect, the foreman or employee(s) working under the Form B must notify the dispatcher when opening any equipped main track switch(es).

When a MW employee receives a track warrant with “Be prepared to stop at (location) until known to be in the normal position,” the dispatcher must not indicate the switch to be “normal” unless the reporting employee has traversed the switch in a main track to main track movement with on-track equipment and is physically at the switch. The dispatcher must not “normal” an alerting switch until it has been inspected by a field employee.

Tunnel Locations

Tunnel No.	Milepost
6	181.8
5	199.2
4	199.5
3	200.4
2	201.9

Handling Double Stack Equipment— Trains handling double stack equipment must have the containers in the bottom wells only. Containers are restricted to single level loading only.

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Klamath Falls	Tracks 9409—9410 N end
Westwood	Tracks 9942—9943

Test Mile Location

Northward
- MP 195.0 to MP 194.0
- MP 193.0 to MP 192.0
- MP 137.0 to MP 136.0
- MP 135.0 to MP 134.0

Southward
- MP 21.0 to MP 22.0
- MP 23.0 to MP 24.0
- MP 134.0 to MP 135.0
- MP 136.0 to MP 137.0

Long and Short Miles—The distance between MP 91.0 and MP 92.0 is 4,182 feet.

Track Warrant—Protect Open Switch (POS)—POS is in effect on the Gateway subdivision. Refer to item 15 of the System Special Instructions.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Gateway Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 135.60 to MP 135.70
MP 142.75 to MP 142.85

8. Line Segments

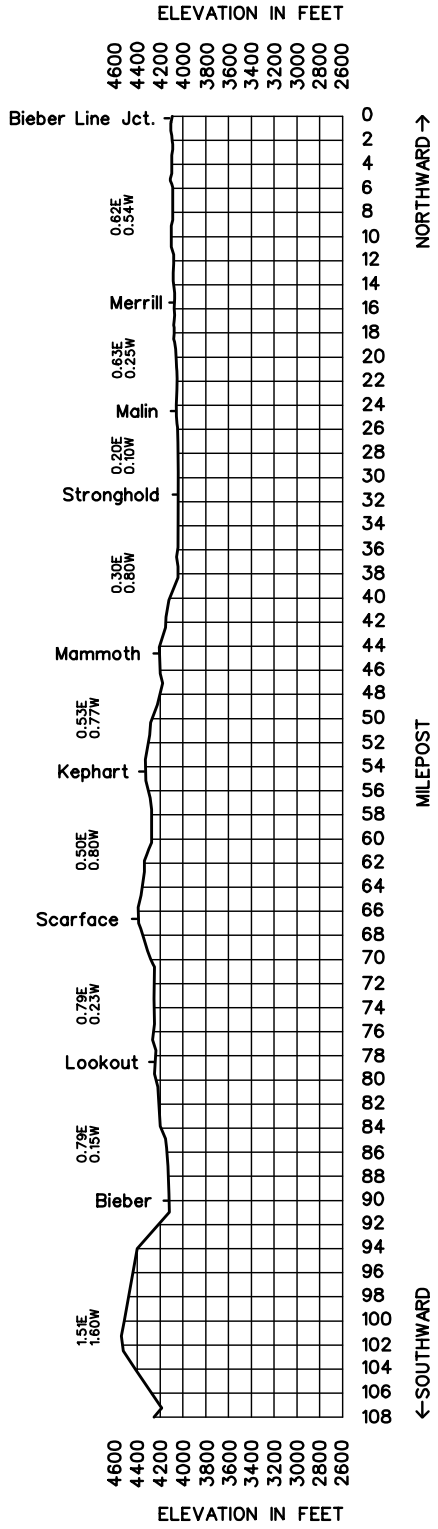
Road Line Segments

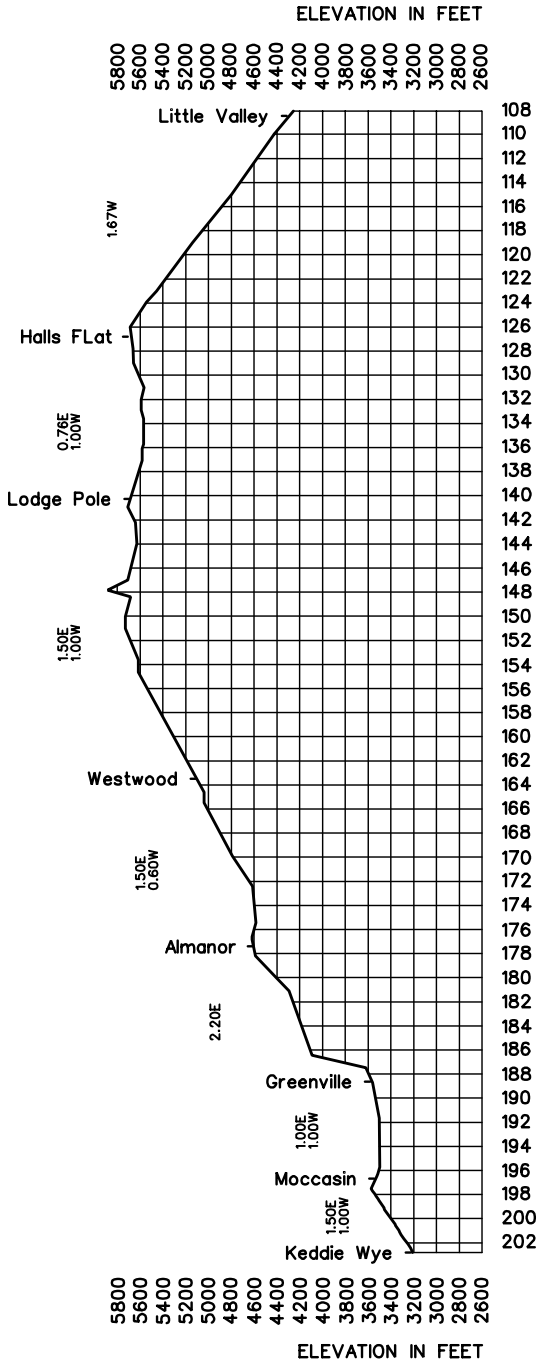
Line Segment	Limits
55	Bieber Line Jct. to Keddie
455	Lookout to MP 0.21

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14300 Henley	3.4 south of Klamath Falls	30	North
14312 Stonebridge	1.7 south of Merrill	20	North
14332 Hannchen	4.7 south of Stronghold	22	South
14348 Tionesta	6.0 south of Mammoth	10	Both
14540 Clear Creek Jct.	3.3 south of Westwood	10	North
14560 Greenville Spur	11.0 south of Almanor	50	North
14563 Crescent Mills	2.6 north of Moccasin	6	North

10. Grade Chart





SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kettle Falls Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		62050	64.2	CHEWELAH		Rule 6.28		7.7	
		62043	56.5	VALLEY				18.1	
		62025	38.4	LOON LAKE			376	12.0	
		62012	26.4	DEER PARK				12.6	
		61963	13.8 1463.6	DEAN		TWC		4.5	
		61968	1468.1	MEAD				4.9	
		61972	1473.0	HILLYARD			37	3.7	
			1476.7	NAPA ST.	MJX			63.5	

Radio Channel # 76 in service between MP 64 and Napa Street

Radio Call-In
Chewelah - 10(X) AAR 76
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Warm Bearing Desk X=5

Train Dispatcher Phone Numbers
(817) 234-1609, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 60.5 to MP 1476.7	40 MPH.

1(B). Speed—Permanent Restrictions

MP 64.0 to MP 58.0	20 MPH.
MP 58.0 to MP 56.1	25 MPH.
MP 56.1 to MP 53.0	10 MPH.
MP 53.0 to MP 50.5	25 MPH.
MP 50.5 to MP 44.1	10 MPH.
MP 44.1 to MP 42.3	25 MPH.
MP 42.3 to MP 39.1	10 MPH.
MP 39.1 to MP 36.2	25 MPH.
MP 36.2 to MP 32.4	10 MPH.
MP 32.4 to MP 22.3	25 MPH.
MP 22.3 to MP 18.4	10 MPH.
MP 18.4 to MP 13.8	25 MPH.
MP 13.8 to MP 1466.2	35 MPH.
MP 1466.2 to MP 1475.4	25 MPH.
MP 1475.4 to MP 1476.7	10 MPH.

1(C). Speed—Switches and Turnouts
Mead, over switches and frogs on curves at Aluminum Plant..... 5 MPH.

1(D). Speed—Other
On all sidings ..... 10 MPH.
MP 64.0 to MP 58.0, Old Main Line ..... 20 MPH.
Item 1(A) of the System Special Instructions applies.

Temperature Restrictions
Hot Weather—When the ambient temperature exceeds 80 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.
Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Chewelah to Napa St..... 143 tons, Restriction D
Six-axle locomotives and six-axle derricks are not permitted.

3. Type of Operation
TWC—in effect:
MP 58.0 to MP 1476.7

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:
MP 64.2 to MP 58.0

5. Trackside Warning Detectors (TWD)—None
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations:
MP 31.5—Recall Code 345

6. FRA Excepted Track
Safeway Lead—Track 312
Pasta USA—Track 313
Kaiser Aluminum—Track 520
Holly Lead—Track 388

7. Special Conditions
Chewelah—The main track and siding from MP 64.0 to MP 60.0 are the designated interchange tracks with the KFR. When delivering trains to the KFR, a copy of the wheel report must be left in the mailbox at either end of the siding at Chewelah.

Between Valley and Dean—Trains on descending grade will slow or control their speed in accordance with Air Brake and Train Handling Rule 103.6.3, F.

Tunnel Location—

Tunnel No.	Milepost
1	1469.2

Test Mile Location—MP 83.0 to MP 82.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 62.4 to MP 62.0
MP 54.8
MP 45.81
MP 20.0 to MP 19.0

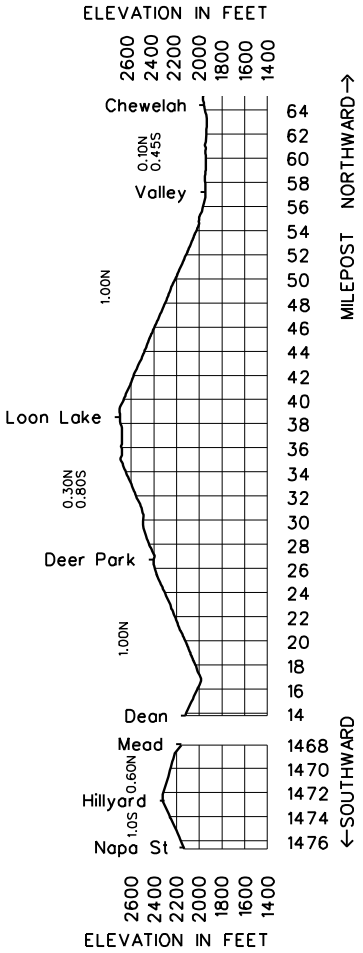
8. Line Segments
Road Line Segments

Line Segment	Limits
376	Chewelah to Mead
37	Mead to Napa St.

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
62042	Lane Mtn. Silica Spur	1.0 south of Valley	29	Both
62034	Cline	8.1 south of Valley	18	Both
61963	Dean Spur	At Dean	18	South

10. Grade Charts



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	CTC	46	1.6	
	12,641	63002	2.6	EMPIRE				6.4	
		63007	9.3	MARSHALL To WIR Railroad MP 1.0	T			2.6	
		63009	11.8	LAKESIDE JCT.	J			4.8	
		63014	16.6	CHENEY To WIR Railroad MP 1.0	T			3.2	
	8,100	63019	19.8	BABB				9.9	
	8,100	63028	29.7	FISHTRAP				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	
		63062	64.9	RITZVILLE				7.6	
	8,800	63066	69.3	ESSIG				3.2	
	8,100	63072	72.5	PAHA				9.5	
		63079	80.5	LIND				5.0	
		63082	84.9	SAND				5.9	
			90.8	BEATRICE	X(2)	2MT CTC		6.9	
			97.7	CUNNINGHAM		CTC		12.0	
	8,110	63108	109.7	CONNELL				4.3	
	8,100	63113	114.9	CACTUS				5.2	
		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	MX(2)			1.9	
			142.1	COUGAR	MX	2MT ABS		0.6	
			142.7	HUSKY	MX			2.6	
			145.3	GRAPEVINE	MX(2)	3MT ABS		0.3	
		12143	145.6	PASCO	BMJTY			1.7	
			146.3	WEST WYE	MJ	2MT ABS		1.2	
		12148	147.5	SP&S JCT. (Columbia River Drawbridge)	MJ	ABS		149.4	

Radio Channel No. 70 in service.

From MP 1.1 to MP 9.0, Channel 76 in service and from MP 140.2 to MP 147.5, Channel 89 in service.

Radio Call-In		
Fishtrap - 61(X)	Tokio - 57(X)	Lind - 62(X)
Connell - 63(X)	Hatton Canyon - 65(X)	Pasco - 64(X)
Emergency - Call 911		
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Phone Numbers—
(817) 234-1619, Fax (817) 234-1620

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1.1 to MP 145.6	79 MPH	60 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

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.	
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 145.3	65 MPH.	
MP 145.3 to MP 146.6	25 MPH	25 MPH.
MP 146.6 to MP 147.5	35 MPH	25 MPH.

1(C). Speed—Switches and Turnouts

On sidings and/or through dual control turnouts at the following locations:		
Crossover Marshall to Scribner	25 MPH	25 MPH.
Lakeside Jct., Babb, Fishtrap, Sprague, Tokio, Paha, Connell, Cactus, Eltopia	35 MPH	35 MPH.
Trains over 100 TOB		25 MPH.
Keystone, Essig, Beatrice, Pasco East,	35 MPH	35 MPH.
Trains over 100 TOB		35 MPH.
Sand, Cunningham, Glade	50 MPH	50 MPH.
Trains over 100 TOB		40 MPH.
Cougar, Husky, Grapevine	40 MPH	40 MPH.
Trains over 100 TOB		35 MPH.
Cheney, East Yard Lead at Pasco, West Yard Lead at Cougar, East Yard Lead at Husky, West Yard Ladder Track at Husky, Yard Track West Receiving 2 at Husky, Grapevine Lead, West Yard Track 2 and the Balcom and Moe Industry Switch at Control Point Grapevine Turnout at MP 144.7	10 MPH	10 MPH.

1(D). Speed—Other

On sidings at the following locations:		
On other sidings	10 MPH	10 MPH.
Marshall, south leg of wye	5 MPH	5 MPH.
Cheney, east leg of wye	5 MPH	5 MPH.
MP 110.0, Connell leaving siding over Clark St. Crossing trains or engines, WWD (HER)	25 MPH	25 MPH.
Pasco Yard—Engines thru the master and group retarders	8 MPH	8 MPH.
Pasco, Main 3, MP 146.1 to MP 146.6	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

Hot Weather—When the ambient temperature exceeds 90 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.

Cold Weather—See Item 33 of the System Special Instructions.

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

Six-axle locomotives and six-axle derricks are not permitted on the east 500 feet of the Greens track at Ritzville.

3. Type of Operation
CTC—in effect:
MP 1.1 to MP 140.2

Multiple Main Tracks—in effect:
2 MT—
MP 84.9 to MP 99.4
MP 137.0 to MP 145.3
MP 145.6 to MP 147.3

3 MT—
MP 145.3 to MP 145.6

ABS—in effect:
MP 140.2 to MP 147.5

Rule 9.15—in effect:
MP 140.2 to MP 147.5 on MT 1
MP 140.2 to MP 145.6 on MT 2
MP 145.6 to MP 146.6 on MT 3
MP 145.5 to MP 145.7 on East Side Pocket Track 549

Yard Limits—in effect:
MP 140.2 to MP 147.5

Interlockings and Drawbridges—

Bridge 146.9 - Columbia River Drawbridge at MP 146.9
TY&E instructions—Proceed through the interlocking governed by signal indication. When the interlocking signals display a Stop indication, the control operator must be contacted on radio channel 89 before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the control operator. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must receive verbal permission from the bridge tender. They must also obtain track authority from the Pasco Control Operator.

4. General Code of Operating Rules Items
Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Lakeside Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 West approach signal East Cactus, over."
Example of Conductors Transmission:
"AMTK 503 West approach signal East Cactus, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform.

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—The following switches are not equipped with electric locks:
MP 31.0 ..... Setout track, west end Fishtrap
MP 54.8 ..... East end, CFI
MP 55.1 ..... West end, CFI
MP 65.1 ..... Loading Dock, Ritzville
MP 81.9 ..... East elevator, Lind
MP 82.3 ..... West elevator, Lind
MP 91.0 ..... Main 1 Setout track, Beatrice
MP 91.0 ..... Main 2 Setout track, Beatrice
MP 97.9 ..... Main 1 Setout track, Cunningham
MP 119.8 ..... Spur, Simplot
MP 128.8 ..... Spur, Old Eltopia
MP 137.9 ..... Main 2 Cenex, Glade
MP 138.4 ..... Main 1 east end Asphalt, Glade
MP 138.7 ..... Main 1 west end Asphalt, Glade
MP 144.7 ..... Main 1 Century 21, Pasco
MP 145.1 ..... Main 1 Charlie Cox, Pasco
MP 145.9 ..... Main 1 City Lead, Pasco

ABTH Rule 106.1—In the application of ABTH 106.1, Regulating Horsepower per Ton, train and engine crews must use all available HPT up to 1.0 HPT on the Lakeside subdivision. Trains exceeding 1.0 HPT must isolate down as close as possible without falling below 1.0 HPT.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 6.1—DED/Exception Reporting
MP 14.3—DED/Exception Reporting
MP 19.2—DED/Exception Reporting
MP 25.7—Recall Code 617
MP 31.4—DED/Exception Reporting
MP 36.5—DED/Exception Reporting
MP 41.3—DED/Exception Reporting
MP 47.8—Recall Code 618
MP 52.8—DED/Exception Reporting
MP 57.4—DED/Exception Reporting
MP 62.5—DED/Exception Reporting
MP 66.9—Recall Code 627

MP 72.5—DED/Exception Reporting
MP 78.4—DED/Exception Reporting
MP 82.3—DED/Exception Reporting
MP 88.8—DED/Exception Reporting
MP 94.2—Both Tracks—Recall Code 628
MP 99.5—DED/Exception Reporting
MP 104.6—DED/Exception Reporting
MP 108.2—DED/Exception Reporting
MP 112.4—DED/Exception Reporting
MP 118.8—DED/Exception Reporting
MP 122.3—Recall Code 638
MP 122.5—Wheel Impact Detector—No Readout
MP 126.3—DED/Exception Reporting
MP 130.5—DED/Exception Reporting
MP 134.6—Recall Code 648, Transmitted on Radio Channels 70. Trains on Radio Channel 89 must monitor Channel 70 for detector broadcast.
MP 138.7—DED/Exception Reporting (both tracks) Transmitted on Radio Channels 70 and 89.

6. FRA Excepted Track

In Pasco Yard, storage tracks 8 through 16, including switches to these tracks.

City lead in Zone 3, from fouling point of switch at MP 146.2.

All tracks of the Old Roundhouse facility at Pasco to include tracks 548, 547, 541 and 545 in Zone 5.

7. Special Conditions

Marshall WIR Railway—The WIR Railway is designated Rule 6.28 and begins at MP 1.0 on the old P&L main. A WIR Timetable is not required from MP 0.0 to MP 1.0 on this portion of track.

Cheney EWG RR—The EWG Railroad is designated Main Track with restricted limits between MP 1.0 and MP 3.5 and is also designated as an interchange track. Current EWG Timetable and General Orders will be maintained in the Cheney Depot on the bulletin board.

Cheney—When switching ADM Mills, on track 2216, engines are not allowed past spot one in the mill shed. Engines may NOT access the wheat pit track 2215 through the mill shed on track 2216. You must use track 2215 south of the mill shed to spot or pull cars from the wheat pit.

Missile Base-Mainline Rock and Ballast Pit—This is a circular track (balloon) approximately 4,900 feet in length. Cars may be set out going either direction. Derails are set inside the clearance points.

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.

Templin Terminals—This is a circular track (balloon) approximately 7200 feet in length. Cars may be set out going in either direction. Electric locks are located at MP 62.59 and MP 62.86 for access. There are switch point derails located on the east and west turnout tracks between main line switches and inside crossover switches.

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

All westward trains on the siding at Ritzville, make sure the gates are down before entering Columbia Street Crossing.

Pasco—All trains prior to arriving Pasco will use BNSF Radio Channel 89 to communicate with Pasco Control Operator and Yardmaster when requesting a yard track. Trains and engines will not initiate movement on Main 1, Main 2, Main 3, or East Side Pocket track without permission from Pasco Control Operator.

All trains, engines, and MW employees will secure authority from Pasco Control Operator before entering or fouling Main 1, Main 2, Main 3, and East Side Pocket tracks. Trains and engines may act on verbal track permit authority before occupying or fouling Main 1, Main 2, Main 3, or East Side Pocket tracks. Track Permit authority must be obtained by MW employees from Pasco Control Operator before occupying track between outer opposing signals of all Manual Interlockings within Pasco Yard limits.

Pasco Roundhouse—Power derails are in operation on the East and West ends of the Pasco Roundhouse and the Fueling Facility leads. Before entering or departing the roundhouse facility, contact the service Foreman for permission to proceed. When in a derailing position, a blue strobe light will flash and a blue target will be displayed.

Pasco East Receiving Yard—Power derails are in place on all tracks in the east yard and display a blue light when in the derailing position and a yellow light when lined for rail traffic. The derails are powered and are under the control of the Pasco Tower

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, 100, 102, 104, 106, 108, 110—East Yard—West End
- 1, 2, 3, 4—East Yard—East 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 Industrial Lead—**Power Operated Yard Switches**—Power operated switches named:
- 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 Pasco control operator.

Between Pasco East and SP&S Jct.—Controlled signals are under the jurisdiction of the Pasco Control Operator.

Remote Control Operations—Signs located at MP 2.7 (Burbank Subdivision including Martindale Industrial Lead), MP 137.0 and MP 147.5 (Lakeside Subdivision), designate the Remote Control Area at Pasco.

Remote Control Zone (RCZ)—Receiving tracks 2210, 2211, 2212, 2213 and 2214 are designated with ten individual RCZs, E0A, E1A, E2A, E3A, E4A which designate the east derail to the west derail in the respective East Receiving Yard Tracks; and E0B, E1B, E2B, E3B, E4B which designate the west derail to the mini squeezers on the hump crest.

Activation/Deactivation Procedure—The Remote Control Operator will contact the Tower Operator and request that RCZ protection for Zone "A" be established after the remote control locomotive has cleared into the receiving track where protection is desired and verified that the specific track is clear for movement. The Tower Operator will line the east receiving track switch away from the track and provide switch blocking on the east end. After this process has been completed, the Tower Operator will notify the Remote Control Operator that the specific RCZ (A) has been activated. When ready, the Remote Control Operator will contact the Tower Operator and request that RCZ protection for Zone "B" be established, with the Tower Operator lining the designated route and locking the switches. After this process has been completed, the Tower Operator will notify the Remote Control Operator that RCZ (B) has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. Before receiving tracks 2210 through 2214, including the lead to the hump crest can be fouled or occupied, the Tower Operator must be contacted to determine if any RCZs have been activated.

Train Inspections—A member of the inbound crew on a through train 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 Locations—Do not ride the side of equipment at the following locations due to close clearance:

Cheney		Track 2215	Industry
		Track 2216	Industry
Lind		Track 1512	
		Track 1513	
Pasco	House Track 1	Track 610	
	CleJon Track	Track 795	
Ritzville		Track 1533	
Sprague		Track 1563	
		Track 1565	

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Connell	MP 109.7	MT—1457	
		1457 thru 1462	
Pasco		2301 thru 2347	Bowl Tracks

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Lakeside Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

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

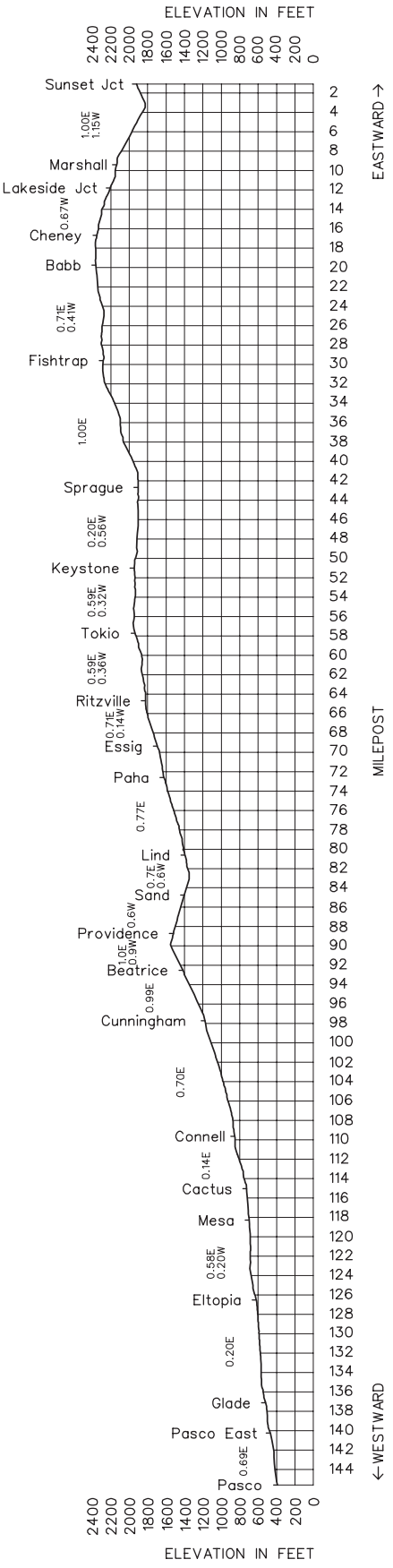
Road Line Segments

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
63034 Missile Base Ballast Pit	4.3 west of Fishtrap	90	Both
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
Tokio-Williams Energy/Cenex	1.6 east of Tokio	10	West
Templin Terminals	1.3 east of Essig	114	Both
Beatrice Set Out Track MT 1	0.2 west of Beatrice crossover	5	East
Beatrice Set Out Track MT 2	0.2 west of Beatrice crossover	5	East
63095 Cunningham (MT1) Setout	1.6 east of Cunningham	12	East
63095 Cunningham (MT2) Elevator Track	1.6 east of Cunningham	15	Both
63108 Connell Eastward Siding		Yard	Both
63108 Connell Westward Siding		40	West
63108 Lamb Weston Lead	0.3 west of Connell	18	East
63117 Simplot	0.6 east of Mesa	5	East
63126 Eltopia Elevator Track	0.4 west of Eltopia	20	West
63131 Sagemoor	6.8 west of Eltopia	80	Both
63135 Potato Growers	1.3 west of Glade	12	West
63135 Asphalt Plant	1.4 west of Glade	12	Both

10. Grade Chart



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	JT	TWC	37	0.7	
		01803	1401.9	NORTH SANDPOINT	T			6.9	
			1408.0	DOVER JCT.				7.6	

Radio Channel No. 54 in service. Yard Channel No. 70
UPRR Channel 42-42, UPRR Call-Up * 16, Emergency Call -911

Radio Call-In
Sandpoint - 48(X)
Emergency - Call 911
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Phone Numbers
(817) 234-1609, Fax (817) 234-1610

UPRR Dispatcher Phone Numbers
(402) 636-1710 Weekdays, (402) 636-1709 Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1401.2 to MP 1408.0	25 MPH	25 MPH.

1(B). Speed—Permanent Restrictions
UPRR MP 75.0 to UPRR MP 74.0 ..... 10 MPH..... 10 MPH.

1(C). Speed—Switches and Turnouts
Dover Jct, UPRR MP 71.1 ..... 10 MPH..... 10 MPH.

1(D). Speed—Other—None

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 MP 1408.1 ..... 143 tons, Restriction D

3. Type of Operation
TWC—in effect:
UPRR MP 75.0 to Dover Jct UPRR MP 71.1

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:
East of West Switch on West Main to Main Track Switch of Kootenai River Subdivision, MP 1405.7 to MP 1408.1

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
BNSF trackage ends at MP 1408.1. Trains must not occupy tracks west of MP 1408.1 without permission of the POVA RR.

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 derails 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.

UPRR and POVA RR—BNSF mileposts are changed to UPRR mileposts between Boyer and Dover Jct., as follows:
BNSF MP 1401.0 becomes UPRR MP 75.0
BNSF MP 1402.0 becomes UPRR MP 74.0
BNSF MP 1403.0 becomes UPRR MP 73.0
BNSF MP 1404.0 becomes UPRR MP 72.0
BNSF MP 1405.4 becomes UPRR MP 71.1

The UPRR dispatches this branch line from MP 1405.7 to MP 1401.3 at Boyer Ave. The POVA RR dispatches this branch line from MP 1408.1 to Newport.

The UPRR portion is designated main track and the type of operation is TWC. This main track consists of the Pole Yard Lead, the West Leg of the Wye and the portion of the West Pass between the West Leg of the Wye and the Newport Main (Old GN Main). All other tracks in the Boyer Yard and North Sandpoint are considered other than main track. The track from former BNSF MP 1402.5 to MP 1408.1 remains main track.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

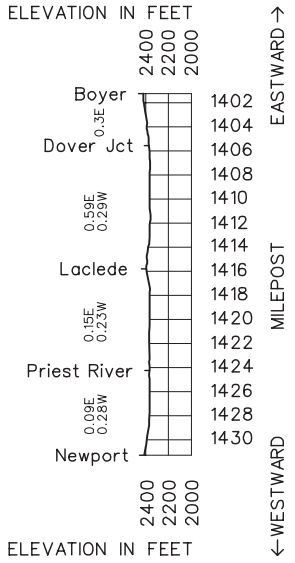
8. Line Segments
Road Line Segments

Line Segment	Limits
37	Boyer Ave. (UPRR MP 75.0) to BNSF MP 1408.1

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

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	New Westminster Subdivision MAIN LINE STATIONS	CROR Rule 8	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		15111	141.3	FRASER RIVER JCT.		CTC	56	1.8	
	5,800 W 6,063 E	15109	139.5	BROWNSVILLE				2.6	
		15105	136.9	TOWNSEND				3.4	
	10,539		133.5	OLIVER				2.0	
			131.5	MUD BAY WEST				0.7	
		15100	130.8	COLEBROOK To Roberts Bank BCR 15.5				3.2	
			127.6	BRIDGE 69	+	ABS OCS		7.7	
		15091	119.9	WHITE ROCK				0.3	
			119.6	USA CANADA BORDER				21.7	

BNSF New Westminster Subdivision Daily Operating Bulletin limits are MP 141.3 to MP 119.6 and all non-main tracks.

Radio Channel No. 66 in service.

Radio Channel No. 31 in service in New Westminster Yard.

Radio Channel No. 28 in service in Vancouver, BC Yard.

Radio Call-In		
New Westminster RTC Calls: Main Line Channel		
Blaine - 071	New Westminster - 031	Burnaby - 021
New Westminster RTC Calls: Yard Channel		
New Westminster - 041		Vancouver - 051
Emergency - Call 911		

RTC Telephone Number—
(604) 520-5203
Warm Bearing Number—
(817) 234-6476

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 141.3 to MP 119.6	60 MPH	40 MPH.

1(B). Speed—Permanent Restrictions

MP 141.3 to MP 140.8 Fraser River Bridge	10 MPH	10 MPH.
MP 140.8 to MP 139.0	45 MPH	25 MPH.
MP 139.0 to MP 136.6	50 MPH	35 MPH.
MP 136.6 to MP 134.3		35 MPH.
MP 134.3 to MP 133.7	50 MPH	35 MPH.
MP 133.7 to MP 131.9		35 MPH.
MP 131.9 to MP 131.6	40 MPH	35 MPH.
MP 131.6 to MP 129.8	45 MPH	35 MPH.
MP 129.8 to MP 129.2 Bridge 70	50 MPH	35 MPH.
MP 129.2 to MP 128.3		35 MPH.
MP 128.3 to MP 127.8	50 MPH	35 MPH.
MP 127.8 to MP 127.6 Bridge 69	15 MPH	15 MPH.
MP 127.6 to MP 124.4	35 MPH	35 MPH.
MP 124.4 to MP 122.7		35 MPH.
MP 122.7 to MP 120.9	30 MPH	30 MPH.
MP 120.9 to MP 119.6	50 MPH	30 MPH.

1(C). Speed—Switches and Turnouts
On sidings and/or through dual control turnouts at the following locations:

Brownsville, west siding	10 MPH	10 MPH.
Brownsville, east siding	25 MPH	25 MPH.
Oliver and Mud Bay West	35 MPH	35 MPH.
Colebrook—through dual control turnouts	35 MPH	35 MPH.

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

1(D). Speed—Other

	Freight
Bridges 127.6, 137.4, 140.8 cars heavier than 138 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
All tracks ..... 143 tons, Restriction D

3. Type of Operation
CTC—in effect:
MP 141.3 to MP 130.8

ABS—in effect:
MP 130.8 to MP 119.6

OCS—in effect:
MP 130.8 to MP 119.6

Rail Traffic Controllers—The territory between the USA Canada Border, MP 119.6, and Fraser River Junction, MP 141.3, is under the jurisdiction of the BNSF RTC at New Westminster.

Interlockings and Drawbridges—Drawbridge 69—Bridge 69 is a locally controlled interlocking 3.4 miles south of Colebrook. When interlocking signals display stop indication CROR 609 applies to movements and CROR 808 applies to track units. If unable to contact the signalman, contact the BNSF New Westminster RTC.

4. Canadian Rail Operating Rules Items
Rule A—In addition to the requirements of General Rule A(ii) and (vii), employees specified below shall also have the following documents accessible while on duty:

Document	Train Crews, Yard Crews, Engine Crews	MoW Dept., Signal Dept.	RTC
General Orders & General Notices	X	X	X
System Special Instructions	X	X	X
BNSF Signal Aspects and Indications	X	X	X
Hazardous Material Instructions	X	X	X
Craft-Specific Safety Rules	X	X	X
Air Brake & Train Handling Rules	X	O	X
2008 Emergency Response Guidebook	X	X	X
Rules for the Protection of Track Units and Track Work	O	X	X
Train Dispatcher's, Operator's, and Control Operator's Manual	O	O	X

Exception: Employees of foreign railroads will be governed by the Air Brake and Train Handling Rules, Safety Rules and Hazardous Material Instructions of their employer.

Rule 13—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform.

Rule 122—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The New Westminster Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 North approach signal South Oliver, over."
Example of Conductors Transmission:
"AMTK 503 North approach signal South Oliver, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 137.3, DED—NWD only, Recall Code 807

B. Other TWD locations
MP 137.3, DED—SWD only, Recall Code 807
MP 134.5—Recall Code 808

6. Excepted Track—None

7. Special Conditions

New Westminster—All non-BNSF movements entering Track 11, Sapperton yard lead and Lake City lead must contact the BNSF RTC for permission to enter these tracks. Three radio controlled switches (DTMF) have been installed in New Westminster. All three switches can be operated using AAR channel 31. The switches must only be lined by radio if the train is within 400 feet of the switches and the route to be used is seen to be clear of any conflicting movements.

· The BNSF Sapperton Yard lead switch to track 11:
- Equipment must be greater than 120 feet from the switch.
- Enter DTMF code #11 and wait for the switch to line for the desired route.
- A solid green light indicates the switch is lined for movement on the BNSF Sapperton yard lead; a solid yellow light indicates the switch is lined for movement to or from track 11.

· The BNSF Sapperton Yard lead switch to East track:
- Equipment must be greater than 120 feet from the switch.
- Enter DTMF code #33 and wait for the switch to line for the desired route.
- A solid green light indicates the switch is lined for movement on the BNSF Sapperton yard lead; a solid yellow light indicates the switch is lined for movement to or from the East main.

· The derail at the South end of BNSF Sapperton Yard:
- Equipment must be greater than 60 feet from the switch.
- Enter DTMF code #44 and wait for the derail to move to the non-derailing/derailing position.
- A solid green light indicates the non-derailing position; a solid yellow light indicates the derailing position.
- The derail automatically restores to the derailing position after movement over the derail; an announcement will be transmitted on AAR channel 31 when the derail has returned to the derailing position.
- When the derail is operated by the use of the radio code and the equipment has cleared the derail, each time a subsequent movement is made over the derail, ensure that the derail has restored to the derailing position, then place the derail in the non-derailing position.

If the switch or derail fails to operate, unlock the push button latch on the pole next to the switch and attempt to operate it using the manual push button. If either light is flashing, ensure the points are not obstructed. If the light continues to flash, the switch must be operated by hand. To operate the switch by hand follow the instructions for hand operation located on the switch machine.

New Westminster - Braid Street—Automatic warning devices for the public crossing at Braid Street in the New Westminster yard have been upgraded to include integration with the traffic signals. Movements governed by CROR Rule 103.1(b) and CROR Rule 103.1(d) must use the DTMF crossing activator system.

The crossing is activated by a DTMF transmission on either AAR 87 87 or AAR 31 31:
* Track 5614 -- 1450511#
* Track 5611 -- 1450521#

There is a delay of 23 seconds before the warning devices start. The strobe light will illuminate indicating that it is okay for the movement to proceed onto the crossing. The crossing's circuit must be occupied within 3 minutes. If the movement fails to occupy the crossing circuits, the warning devices will deactivate.

Strobe lights are located on the signal bungalows which are located one on the northeast quadrant and one on the southeast quadrant. They will illuminate when the warning devices have been operating for approximately 45 seconds from when the DTMF message is received.

When a movement is delayed, the warning devices are to be deactivated by a DTMF transmission on either AAR channel 87 87 or 31 31:
* Track 5614 -- 1450510#
* Track 5611 -- 1450520#

Brownsville—Obtain permission from the BNSF RTC, New Westminster before fouling or entering the controlled sidings from auxiliary tracks. Notify the BNSF RTC when clear of the controlled siding on auxiliary tracks and the switch is properly lined for the siding.

Between Tilbury Line Jct. (Townsend), MP 0.0 and Tilbury Island Dock, MP 4.9—Before leaving MP 3.5 (80th Street) on northward movements, contact the BNSF RTC New Westminster, who will advise of any other movements being made on the line. This information does not modify provisions of CROR Rule 105.

Between Colebrook and Mud Bay West—CTC between MP 131.5 and MP 130.8 is under the jurisdiction of the BC Rail Port Subdivision RTC at North Vancouver, AAR Channel 39 (3939*1#), telephone (604) 984-5255.

All train and engine movements must contact the BC Rail RTC for permission to enter CTC territory controlled by the BC Rail RTC, regardless of signal indication. When requesting such permission, each train or engine movement must advise the BC Rail RTC if they are handling dimensional shipment(s). Dimensional shipment(s) must not be set out or picked up in CTC territory controlled by the BC Rail RTC unless permission to do so has been obtained from the BC Rail RTC.

White Rock—Northward freight trains must report their departure to the RTC.

USA Canada Border—Northward trains, engines, and track equipment must have permission from Canada Customs before any portion crosses the USA Canada Border. The conductor must furnish a copy of the wheel report to Canada Customs upon request, and accompany customs officers on a train inspection when asked to do so.

Southward trains, engines, and track equipment arriving at White Rock must have permission from US Customs before any portion crosses the USA Canada Border. Southward trains will call Swift and obtain permission to proceed from the USA Canada Border to Swift for inspection.

Blaine—Northward passenger trains must report their departure to the RTC.

Ruling Grades—The ruling grades for main tracks, sidings and yard tracks at specified locations are as follows:

White Rock—Level	Sapperton Yard—0.7%
Colebrook—Level	Townsend—0.2%
Brownsville—0.2%	New Westminster (Old Yard)—0.6%

Whistling Ordinances—Whistling is prohibited at grade crossings within Vancouver city limits.

During daylight hours, all trains and engines when entering curves between MP 123.6 and MP 127.0 must sound the engine whistle in accordance with CROR 14(l)

Between the hours of 2000 and 0600 the sounding of the engine whistle for crossings between MP 121 and MP 123 is prohibited except in an emergency.

Exception: CROR whistle signal 14(f) must be used when approaching the crossing at MP 121.2 northward and MP 122.6 southward between the hours of 2000 and 0600.

Federal Regulations
ETD or HTD Failure—In the event of an HTD or ETD failure in the application of ABTH 102.14.1 the following will apply in Canada:

When an en route failure occurs on trackage other than those listed in the system special instructions, the train must not exceed 25 MPH until the failure is corrected or another method of compliance is secured.

Hazardous Material Within Census Metropolitan Area—
Northbound Key trains from USA Canada Border to Fraser River Jct. are restricted to 35 MPH.

Exception: When an alarm message at the Detector at MP 110.5 on the Bellingham Sub announces “No Defects” Northward Key Trains will operate at the maximum authorized speed unless otherwise restricted between USA Canada Border and MP 130.5

When an alarm message at the Detector at MP 134.5 announces “No Defects” Northward Key Trains can operate at the maximum authorized speed unless otherwise restricted.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

Fraser Mill Industrial Lead	Track 5200	Brunette River Bridge to Cappilano road crossing
Fraser Mill Industrial Lead	Track 5200	Canfor Mill site

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 124.84 (Bridge 67.07)
MP 125.11 (Bridge 68.08)

8. Line Segments

Yard Line Segments

Line Segment	Yard
600	Vancouver, BC
601	Sapperton Yard—Brunette Ave. to North Rd.
602	New Westminster—Brunette Ave. to Fraser River Bridge

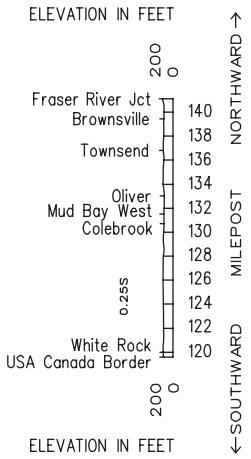
Road Line Segments

Line Segment	Limits
417	Tilbury Line Jct.—Tilbury Island Dock—MP 0.0 to MP 4.1
432	Colebrook—Roberts Bank (BCR)—MP 7.8 to MP 23.3
56	CN Jct. to USA Canada Border—MP 155.3 to MP 119.6

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
15129	Vancouver	14.4 north of Fraser River Jct.	Yard	Both
15114	New Westminster	1.9 north of Fraser River Jct.	Yard	Both
15106	Tilbury Line Jct.	0.4 north of Townsend	Conn	North
66504	Tilbury Island Dock (on Spur)	4.1 west of Tilbury Line Jct.	Yard	Both

10. Grade Chart



SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Oregon Trunk Subdivision **MAIN LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
			0.2	FALLBRIDGE	JT	CTC	53	0.2	
			0.4	MP 0.4				0.2	
			0.6	CELILO BRIDGE	M			0.4	
		14002	1.0	O T JCT	AJ	ABS TWC		4.4	
	4,399	14006	5.4	MOODY				12.4	
	5,449	14018	17.8	LOCKIT				8.1	
	2,554	14026	25.9	DIKE				4.0	
	2,539	14030	29.9	SINAMOX				9.3	
	6,292	14040	39.2	OAKBROOK				15.0	
	1,280	14055	54.2	MAUPIN				0.9	
	4,526	14056	55.1	CAMBRAI				8.2	
	2,557	14064	63.3	NENA				7.3	
	5,533	14071	70.6	DIXON				9.0	
	5,294	14080	79.6	KASKELA				5.7	
	5,386	14086	85.3	SOUTH JCT				8.2	
	1,746	14094	93.5	GATEWAY				5.8	
	5,579	14100	99.3	PAXTON				5.4	
	2,474	14105	104.7	MADRAS				5.0	
	4,885	14110	109.7	ROUND BUTTE				4.8	
	2,677	14115	114.5	CULVER				6.6	
	5,570	14122	121.1	OPAL CITY				7.9	
	2,548	14130	129.0	TERREBONNE				2.8	
	4,202	14132	131.8	PRINEVILLE JCT	J			2.3	
	5,122	14135	134.1	REDMOND				9.2	
	6,336	14144	143.3	DESCHUTES				8.7	
	5,300	14152	152.0 0.0Z	BEND	BT	TWC	54	2.0	
	5,200	14154	2.0Z	CASCAN				10.6	
	8,725	14165	12.6Z	LAVA				19.0	
	7,836	14184	31.6Z	BEAL				19.1	
	7,816	14203	50.7Z	ROSEDALE				17.1	
	8,339	14220	67.8Z	CHEMULT	J			75.4	
Between Chemult and Bieber Line Jct., UP rules and timetable govern									
		14295	0.0	BIEBER LINE JCT.	J		55	294.6	

Between Chemult and Bieber Line Jct., UP rules and timetable govern.

Radio Channel No. 66 in service.

Between Crescent Lake and Klamath Falls - On UP, Cascade Subdivision, Radio Channel is 45-45.

Radio Call-In		
Wishram-89(X)	Sinamox-74(X)	Oakbrook - 75(X) MP 30 - MP 45
Maupin-10(X)	Dixon - 76(X) MP 63 - MP 75	South Jct.-19(X)
Madras-12(X)	Redmond-13(X)	Bend - 14(X)
Lava - 43(X)	MP 37.5 - 15(X)	Chemult-31(X)
Klamath Falls-62(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers
Mon-Fri 0430-2030, (817) 234-6454, Fax (817) 234-6467
Mon-Fri 2030-0430, Sat-Sun 24 Hrs. (817) 234-1605,
Fax (817) 234-1606

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.2 to MP 109.7	35 MPH.
MP 109.7 to MP 152.0	50 MPH.
MP 0.0Z to MP 67.8Z	49 MPH.

1(B). Speed—Permanent Restrictions

MP 0.2 to MP 1.1	10 MPH.
MP 23.4 to MP 24.3	10 MPH.
MP 24.3 to MP 43.6	30 MPH.
MP 43.6 to MP 44.6	25 MPH.
MP 61.3 to MP 62.5	10 MPH.
MP 62.5 to MP 67.6	30 MPH.
MP 67.6 to MP 68.0	10 MPH.
MP 75.3 to MP 79.1	25 MPH.
MP 87.3 to MP 98.1	22 MPH.
MP 109.1 to MP 109.3	25 MPH.
MP 114.3 to MP 114.4 (HER)	35 MPH.
MP 134.4 to MP 134.9 (HER)	35 MPH.
MP 149.8 to MP 150.5	40 MPH.
MP 150.5 to MP 151.7	25 MPH.
MP 151.7 to MP 3.2Z	40 MPH.

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

1(D). Speed—Other

On sidings	10 MPH.

Temperature Restrictions
Hot Weather—When the ambient temperature exceeds 90 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.
Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Fallbridge to Chemult .....143 tons, Restriction B

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:
Madras—West of the Lumber Lead Bridge, track 8581.
Redmond—All tracks except: Pass, track 8721; New Storage, track 8727; Ferrell Gas, tracks 8735, 8737, 8739, 8740.
Bend—Drill, track 8080; Mill Spurs, tracks 8059 and 8221.

3. Type of Operation
ABS—in effect:
MP 1.0 to MP 149.8

TWC—in effect:
MP 1.0 to MP 67.8Z

CTC—in effect:
MP 0.2 to MP 1.0

Interlockings and Drawbridges—
Celilo Bridge MP 0.6—Manual Interlocking normally unattended, controlled by the Pasco West Dispatcher. MW employees may occupy the interlocking on track and time authority from the train dispatcher. After copying track and time the MW employee must determine from the train dispatcher whether or not there is a bridgetender on duty and if the bridgetender has local control of the bridge. If the bridgetender has local control of the bridge, the MW employee must obtain verbal permission from the bridgetender before entering the interlocking.

When a signal displays a Stop indication, after complying with GCOR Rule 9.12.2, the train will be governed as follows: A crew member must advise the Pasco West Train Dispatcher and be governed by their instructions. If authorized past the stop signal, a crew member must precede the movement between the outer opposing absolute signals of the interlocking, examining the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass.

Northward trains via the Fallbridge Subdivision and Southward trains entering the Oregon Trunk subdivision must contact the Pasco West Dispatcher to allow the dispatcher to notify the Bridge Operator at Pasco to determine if river traffic is clear. Northward trains must contact the Pasco West Dispatcher prior to departing Moody.

If the dispatcher and/or the Columbia River bridge Operator in Pasco are unable to lower the bridge, be governed as follows: Train Crews may follow these instructions for operating the bridge via key-controllers at the West (South) end and at the East (North) end of the Celilo Bridge. Train Crews must make contact with the Pasco West dispatcher and receive permission to operate the key controller. In addition to the instructions below, Eastward (Northward) trains must stop short of the Celilo Village crossing, MP 1.8. All crews must check for river traffic, using the marine channel radios installed ahead of the bridge. Northward crews will use the radio in the phone booth at the crossing at MP 1.8. Southward crews will use the radio in the phone booth at MP 0.4. Crews will make two calls on each of the two marine channels, stating: "KQ9048, BNSF Celilo Bridge calling any marine traffic approaching the Celilo Bridge". If no response is received after making the required calls, or if advised by marine traffic they are more than 35 minutes away, the train or engine may proceed to the absolute signal to operate the key controller mounted on the side of the signal bungalow and do the following:

1. Unlock and open the door, insert a switch key in the key controller, turn it to the right and wait 3 seconds.
2. Turn the key back to the left and remove it, close and lock the door.
3. Wait for the bridge to lower (approximately 13 minutes).
4. When the bridge is properly seated and locked, the case-mounted white light will illuminate.
5. This is the trains' authority to proceed past the absolute signal.
6. Traverse the bridge at restricted speed.
7. The bridge will automatically raise after traversing the bridge.

Note: If the bridge does not lower or the white light does not illuminate, call the dispatcher.

Trains from the Union Pacific Railroad must not enter the release section at O.T. Junction if restricted by an opposing train movement until the movement clears O.T. Junction. Northward Union Pacific trains must report to the Oregon Branch Dispatcher when clear of the "Overlap" sign on the Union Pacific Railroad after leaving the Oregon Trunk Subdivision.

The Bridgetender on Bridge 1 at Pasco may be contacted on the Oregon Branch Dispatcher's radio, Channel 66.

4. General Code of Operating Rules Items

Rule 6.17 and Rule 8.3— Trains arriving or departing Wishram via the Oregon Trunk Subdivision using the East Leg of the Wye may leave the switch from the Wishram Yard to the East Leg of the Wye and/or the switch at MP 0.4 lined and locked in the reverse position. Tell the Pasco West Dispatcher when the switch is not restored to the normal position and when the train is clear of the Celilo Bridge.

Rule 6.19—When flagging is required, the distance will be 1.0 mile between Wishram and Round Butte and 2.0 miles between Round Butte and Chemult.

Rule 6.28—Rule 6.28 is in effect between MP 0.4 and Wishram on the East Leg of the Wye.

Rule 15.1—OT Jct.—Southward Union Pacific trains will receive a track warrant at the Dalles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 21.8—Recall Code 748
MP 50.4—Recall Code 108
MP 74.8—Recall Code 198
MP 85.0—DED/Exception Reporting
MP 90.0—DED/Exception Reporting
MP 95.0—DED/Exception Reporting
MP 100.0—DED/Exception Reporting
MP 107.2—Recall Code 128
MP 137.0—Recall Code 138
MP 26.0Z—Recall Code 148
MP 59.3Z—Recall Code 257

6. FRA Excepted Track—None

7. Special Conditions

OT JCT.—In order to eliminate potential delay to marine traffic, Northward trains destined the Fallbridge Subdivision must contact the Pasco West Dispatcher prior to entering the automatic interlocking to determine if they will be delayed entering the Fallbridge Subdivision.

Between OT Jct. and South Jct. - When required to set out cars, do not block access to setoffs.

MP 1.8—When school is in session, to allow school bus access, do not block the Celilo Village crossing between the hours of 0635 and 0650 and 1550 and 1605, Monday though Friday.

Moody—Siding must not be blocked between North Switch and Industry track.

Train Inspections—A member of the inbound crew on a through train 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.

Mechanical Setout Locations—The following locations have been designated Mechanical setout locations because of their accessibility to Mechanical Department repair vehicles:

Moody	Track 8405
Maupin	Track 8441
South Jct.	Track 8466
Madras	Track 8515
Round Butte	House Track, Track 8620
Culver	Track 8640
Opal City	Track 8665
Terrebonne	Track 8701
Redmond	Track 8728
Bend South	Track 8052
Bend North	Track 8109
Cascan	Track 8484
Lava	South End Track 8901
Beal	Track 8920
Rosedale	South End Track 9009
Chemult	Track 9021

Tunnel Locations

Tunnel No.	Milepost
1	3.7
2	43.8
3	66.5
4	75.4
5	91.7

Handling Double Stack Equipment— Trains handling double stack equipment must have the containers in the bottom wells only. Containers are restricted to single level loading only.

Train Length/Coupler Capacity Limitation—
Southward
Conventional (no DP or helpers)
Grade C (manifest) - 8,300 tons
Grade E (bulk commodity) - 11,900 tons

DP or Helped trains (cut in or on rear)
Grade C (manifest) - 13,000 tons
Grade E (bulk commodity) - 13,000 tons

Northward
Conventional (no DP or helpers)
Grade C (manifest) - 7000 tons
Grade E (bulk commodity) - 9000 tons

DP or Helped trains (cut in or on rear)
Grade C (manifest) - 9,400 tons
Grade E (bulk commodity) - 12,500 tons

NOTE: All conventional (non-DP) trains may operate at up to the Grade E limitation if the first Grade C coupler (from head end) does not have more trailing tonnage than the Grade C limits outlined above. This may be determined using the TSS command "TONTOT".

Hazardous Material—The Oregon Vehicle Code 824.084 requires a visual external inspections of all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A", "Flammable Gas" or "Poison Gas" placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the car's arrival and within two hours of the car's departure. If no carman is on duty to perform the required OVC 824.084 inspections, the inspections shall be made by a member of the train or switch crew at each yard or station where the affected rail car terminated or originated. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:
All auxiliary tracks.

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Wishram	6502—6503
	6503—6504
Bend:	8041—8042

Test Mile Locations
SWD: MP 7.0 to MP 8.0
MP 6.0Z to MP 7.0Z.
NWD: MP 63.0Z to MP 62.0Z.

Track Warrant—Protect Open Switch (POS)—POS is in effect on the Oregon Trunk subdivision. Refer to item 15 of the System Special Instructions.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Oregon Trunk Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 6 to MP 85

8. Line Segments

Road Line Segments

Line Segment	Limits
53	Fallbridge to Bend
54	Bend to Chemult

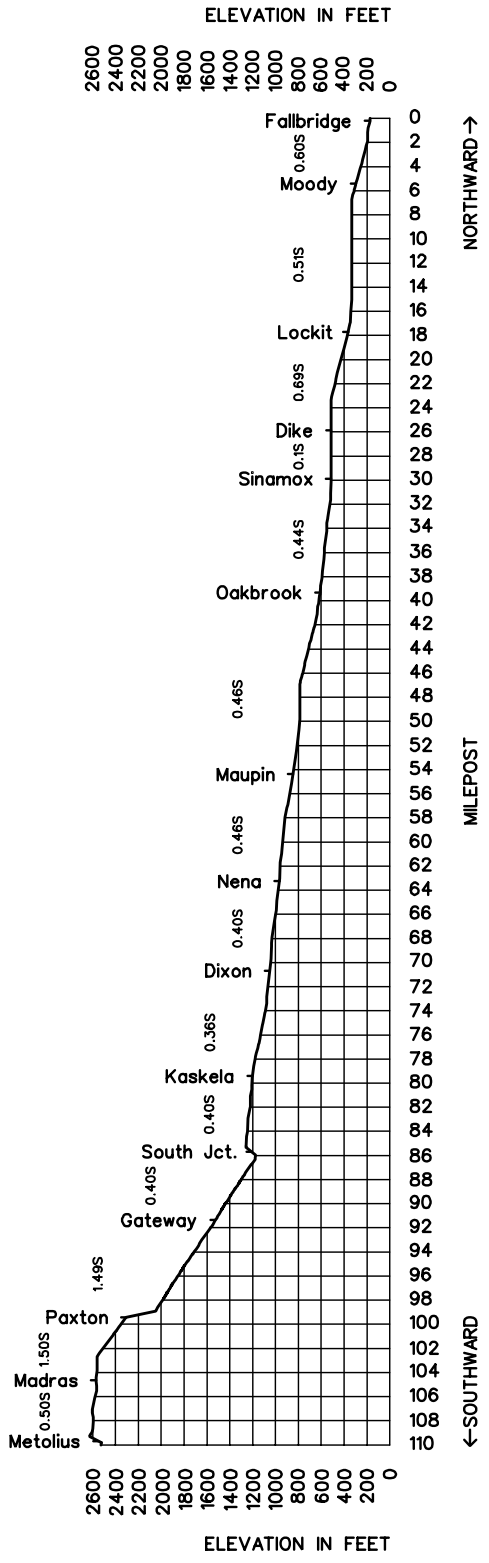
Yard Line Segments

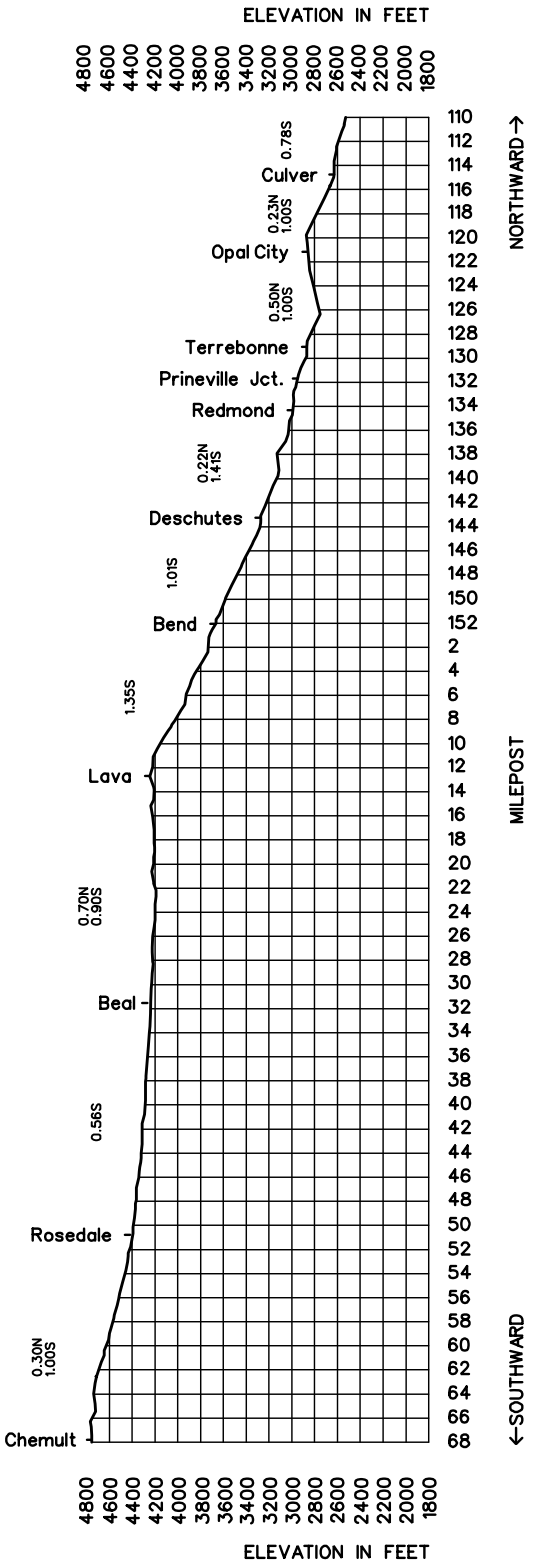
Line Segment	Limits
637	Bend O.T.
638	Cascan

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14047 Sherar	7.3 north of Maupin-MP 46.9	11	North
14051 Tuscan	3.8 north of Maupin-MP 50.4	10	North
14068 Dant	3.7 south of Nena-MP 67.0	3	North
14225 Diamond Lake (SPT)	5.3 south of Chemult-MP 498.0	112	Both
14231 Yamsay (UP)	10.7 south of Chemult-MP 492.6	111	Both
14240 Lenz (UP)	19.9 south of Chemult-MP 483.4	112	Both
14249 Fuego (UP)	28.8 south of Chemult-MP 474.5	112	Both
14258 Calimus (UP)	38.0 south of Chemult-MP 465.3	130	Both
14266 Chiloquin (UP)	46.6 south of Chemult-MP 456.7	113	Both
14271 Lobert (UP)	50.6 south of Chemult-MP 451.8	130	North
14276 Modoc Point (UP)	56.1 south of Chemult-MP 447.2	111	Both
14284 Aigoma (UP)	64.4 south of Chemult-MP 438.9	111	Both
14289 Wocus (UP)	69.2 south of Chemult-MP 434.1	111	Both
14291 Chelsea (UP)	71.4 south of Chemult-MP 431.9	113	Both
14293 Kiamath Fails Depot (UP)	73.8 south of Chemult-MP 429.5	Yard	Both

10. Grade Chart





WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Scenic Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		02044	1650.2	WENATCHEE	BY	2MT ABS		2.7	
			1652.9	OLDS JCT. (to End of Track [MP 6.0X]=3.5)	JY			8.3	
	8,049	02056	1661.2	CASHMERE				11.0	
	7,860	02067	1672.2	LEAVENWORTH				14.7	
	10,978	02081	1686.9	WINTON				5.5	
	6,729	02087	1692.4	MERRITT	T			6.1	
	12,323	02094	1698.5	BERNE				11.0	
	9,259	02103	1709.5 1720.5	SCENIC			37	11.8	
	8,949	02116	1732.3	SKYKOMISH	T	CTC		7.2	
	10,099	02124	1739.5	BARING				16.2	
	10,244	02139	1755.7	GOLD BAR				12.9	
	11,988	02152	1768.6	MONROE				6.6	
		02157	1775.2	SNOHOMISH JCT. EAST	JT			1.0	
		02159	1776.2	SNOHOMISH JCT. WEST	JT			4.7	
	8,140	02163	1780.9	LOWELL	J			1.8	
		02165	1782.5	PA JCT.	JX			0.2	
		02166	1782.7	EVERETT	B			0.2	
	2,560		1782.9	BROADWAY				1.8	
		02169	1784.7 32.2	EVERETT JCT.	JX			0.8	
			31.4	HOWARTH PARK	X			2.5	
			28.9	CP MUKILTEO	X(2)	2MT CTC		0.4	
		02172	28.5	MUKILTEO				0.7	
			27.8	MP 28				0.8	
			27.1	MP 27		CTC		9.3	
			17.8	MP 18		2MT CTC		0.3	
		02182	17.6	EDMONDS		CTC		1.7	
			15.9	MP 16				6.8	
			9.1	BLUE RIDGE	X(2)			2.6	
		02193	6.5	BALLARD		2MT CTC	50	0.2	
			6.3	BRIDGE 6.3 (Ballard Bridge)	M			0.9	
			5.4	MP 5.4	X			0.3	
			5.1	23RD AVENUE	X			0.2	
		02195	4.9	INTERBAY (Balmer Yard)	BT	CTC		0.8	
			4.1	MAGNOLIA	X(2)			0.7	
			3.4	GALER STREET	X(2)	2MT/CTC		1.8	
			1.6	NORTH PORTAL	X(2)Y	2MT/ABS OCS		1.5	
			0.1	SOUTH PORTAL	X			0.1	
		02200	0.0	SEATTLE (King St. Station)	B	2MT CTC		155.7	

Radio Channel No. 66 in service Wenatchee to Blue Ridge.

Radio Channel No. 70 in service Blue Ridge to Seattle.

Radio Channel TX 66 / RX 18 in service for local communication within the Cascade Tunnel.

Radio Call-In		
Wenatchee - 28(X)	Cashmere - 29(X)	Merritt - 30(X)
Cascade Tunnel - 57(X)	Skykomish - 31(X)	Index - 39(X)
Monroe - 32(X)	Everett - 34(X)	Mukilteo - 35(X)
Richmond Beach - 36(X)	Interbay - 54(X)	Emergency - 911
King St. tunnel - 52(X)		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Seattle East—(817)-234-1615, Fax (817)-234-1616
Seattle Terminal Dispatcher (817)-234-1613, Fax (817)-234-1614
Bridge 6.3 Ballard—(206)-784-2976

1. Speed Regulations

1(A). Speed—Maximum

	Talgo	Passenger	Freight
MP 1650.2 to MP 1783.9		79 MPH	50 MPH.
MP 1783.9 to MP 0.0	63 MPH	60 MPH	50 MPH.

1(B). Speed—Permanent Restrictions

MP 1650.2 to MP 1652.9 Main 1	25 MPH	25 MPH.
MP 1650.2 to MP 1651.1 Main 2	35 MPH	35 MPH.
MP 1651.1 to MP 1652.9 Main 2	50 MPH	45 MPH.
MP 1652.9 to MP 1658.7	50 MPH	45 MPH.
MP 1658.7 to MP 1661.7	40 MPH	40 MPH.
MP 1661.7 to MP 1669.2	40 MPH	35 MPH.
MP 1669.2 to MP 1680.1	55 MPH	45 MPH.
MP 1680.1 to MP 1680.6	25 MPH	25 MPH.
MP 1680.6 to MP 1682.7	55 MPH	45 MPH.
MP 1682.7 to MP 1693.2	50 MPH	45 MPH.
MP 1693.2 to MP 1721.2	30 MPH	25 MPH.
MP 1721.2 to MP 1730.0	25 MPH	20 MPH.
MP 1730.0 to MP 1732.6	30 MPH	25 MPH.
MP 1732.6 to MP 1734.7	45 MPH	40 MPH.
MP 1734.7 to MP 1737.4	45 MPH	45 MPH.
MP 1737.4 to MP 1740.6	50 MPH	45 MPH.
MP 1740.6 to MP 1749.0	40 MPH	40 MPH.
MP 1749.0 to MP 1751.5	50 MPH	45 MPH.
MP 1751.5 to MP 1756.7	70 MPH	50 MPH.
MP 1756.7 to MP 1757.6	50 MPH	50 MPH.
MP 1757.6 to MP 1760.5	65 MPH	50 MPH.
MP 1760.5 to MP 1763.0	50 MPH	50 MPH.
MP 1763.0 to MP 1768.4	50 MPH	45 MPH.
MP 1768.4 to MP 1770.7	45 MPH	45 MPH.
MP 1770.7 to MP 1774.8	70 MPH	50 MPH.
MP 1774.8 to MP 1775.4	60 MPH	45 MPH.
MP 1775.4 to MP 1775.6	50 MPH	45 MPH.
MP 1775.6 to MP 1778.8	70 MPH	50 MPH.
MP 1778.8 to MP 1780.7	60 MPH	50 MPH.
MP 1780.7 to MP 1782.4	40 MPH	40 MPH.
MP 1782.4 to MP 1782.9	40 MPH	40 MPH.
MP 1782.9 to MP 1783.1	33 MPH	25 MPH.
MP 1783.1 to MP 32.0	33 MPH	30 MPH	25 MPH.
MP 32.0 to MP 29.2	63 MPH	55 MPH	50 MPH.
MP 29.2 to MP 28.1	55 MPH	55 MPH	50 MPH.
MP 28.1 to MP 26.9	45 MPH	45 MPH	35 MPH.
MP 26.9 to MP 25.9	63 MPH	60 MPH	50 MPH.
MP 25.9 to MP 25.8	63 MPH	55 MPH	45 MPH.
MP 25.8 to MP 25.4	55 MPH	55 MPH	45 MPH.
MP 25.4 to MP 22.0	55 MPH	50 MPH	45 MPH.
MP 22.0 to MP 20.0	50 MPH	50 MPH	45 MPH.
MP 20.0 to MP 17.0	60 MPH	60 MPH	50 MPH.
MP 17.0 to MP 16.7	50 MPH	45 MPH	40 MPH.
MP 16.7 to MP 16.6	55 MPH	45 MPH	40 MPH.
MP 16.6 to MP 13.2	55 MPH	50 MPH	45 MPH.
MP 13.2 to MP 12.6	60 MPH	50 MPH	45 MPH.
MP 12.6 to MP 11.5	60 MPH	55 MPH	45 MPH.
MP 11.5 to MP 8.8	55 MPH	50 MPH	45 MPH.
MP 8.8 to MP 8.3	50 MPH.	45 MPH	40 MPH.
MP 8.3 to MP 6.6	55 MPH	45 MPH	40 MPH.
MP 6.6 to MP 6.4	30 MPH	30 MPH	20 MPH.
MP 6.4 to MP 6.1	20 MPH	20 MPH	20 MPH.
MP 6.1 to MP 5.9	30 MPH	30 MPH	20 MPH.
MP 5.9 to MP 3.4	45 MPH	40 MPH	35 MPH.
MP 3.4 to MP 1.9	60 MPH	60 MPH	35 MPH.
MP 1.9 to MP 0.0	30 MPH	30 MPH	25 MPH.

	Passenger	Freight

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:		
Olds Jct.	25 MPH	25 MPH.
Cashmere, Leavenworth, Winton, Merritt, Berne	30 MPH	25 MPH.
Scenic, Skykomish, Baring, Gold Bar, Monroe	20 MPH	20 MPH.
Snohomish Jct. West	12 MPH	12 MPH.
Lowell, siding switch	20 MPH	20 MPH.
PA Jct.	30 MPH	25 MPH.
Broadway	25 MPH	25 MPH.
Everett Jct.	25 MPH	25 MPH.
Howarth Park	35 MPH	35 MPH.
CP Mukilteo, both crossovers	50 MPH	50 MPH.
Blue Ridge, crossovers	50 MPH	45 MPH.
MP 28, MP 27, MP 18, MP 16, MP 5.4, 23rd Ave., north crossover Galer St.	35 MPH	35 MPH.
Magnolia, crossovers MT to MT	40 MPH	35 MPH.
South Portal, crossovers	30 MPH	25 MPH.

Trains over 100 TOB must not exceed 35 MPH through turnouts shown as 50 MPH and must not exceed 25 MPH through turnouts shown as 35 MPH.

1(D). Speed—Other

Trains entering or leaving Branch at Olds Jct. control point		10 MPH.
Trains 143 TOB and greater on descending grades:		
MP 1700.0 to MP 1731.0, WWD		15 MPH.
MP 1700.0 to MP 1693.0, EWD		15 MPH.
Cascade Tunnel—Eastward Freight Trains passing signal 1700.6 with other than clear aspect		
under 100 TOB		20 MPH.
over 100 TOB		15 MPH.
Everett—Commuter station spur	20 MPH	20 MPH.
Everett Pier to Mukilteo, while handling 24-foot hi-wide Boeing Container cars		Restricted Speed.
Broadway, on siding	25 MPH	25 MPH.
Signal 30.1, Main 1, WWD, (HER)		
Signal 29.9, Main 2, WWD, (HER)		
Trains over 100 TOB		35 MPH.
Mukilteo MP 29.0 to MP 27.0 (HER)		30 MPH.
Ballard—Over Bridge 6.3	20 MPH	20 MPH.
Signal 2.5, Main 1 WWD (HER)		25 MPH.

Temperature Restrictions

Hot Weather—When the ambient temperature exceeds 90 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.

Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Wenatchee to Seattle .....143 tons, Restriction B

Six-axle locomotives and six-axle derricks are not permitted on Paramount Industries tracks 903 and 906, located 2.6 miles west of Edmonds.

3. Type of Operation

CTC—in effect:
MP 1652.9 to MP 3.2
MP 1.8 to MP 0.0

ABS—in effect:
MP 1650.2 to MP 1652.9
MP 3.2 to MP 1.8

Multiple Main Tracks—in effect:
2 MT
MP 1650.2 to MP 1652.9
MP 32.2 to MP 27.8
MP 27.1 to MP 17.8
MP 15.9 to MP 5.4
MP 4.3 to MP 0.0

Occupancy Control System—in effect:
MP 3.2 to MP 1.8
Trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Yard Limits—in effect:
MP 1650.2 to MP 1652.9
Trains and engines must obtain permission from the Wenatchee Yardmaster or from a designated employee before entering these limits.

MP 3.2 to MP 1.8
Trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Interlockings and Drawbridges—
Bridge 6.3 – Ballard Bridge at MP 6.3

TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge tender must be contacted on radio channel 70 to inspect the bridge equipment before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the bridge tender. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must receive verbal permission from the bridge tender. They must also obtain track authority from the Seattle Terminal Dispatcher.

4. General Code of Operating Rules Items

Rule 1.3.1—Rules, Regulations, and Instructions—The following is added: Engineers and Conductors who operate Sounder commuter trains must have a copy of the Sounder Commuter Rail Service Manual while on duty. They must be familiar with and follow the rules, instructions, and policies of the manual.

Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Scenic Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 West approach signal East Baring, over."
Example of Conductors Transmission:
"AMTK 503 West approach signal East Baring, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform. At King Street Station do not sound whistle signals except in an emergency or to warn employees.

Rule 5.8.2, Sounding Whistle—Quiet Zone Locations— Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location:	Milepost:
Wenatchee	MP 1650.4 to MP 1652.4
Seattle	MP 2.0 to MP 1.0

Rule 5.10—All commuter locomotives must have red markers displayed when the locomotive is in the trailing position.

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

Rule 6.28—Rule 6.28 is in effect from Olds Jct. to MP 6.0X on Line Segment 387.

Rule 9.1.8—For passenger operations only, the "Approach" signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For passenger operations only, the "Diverging Approach" signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

Rule 9.9—For Seattle Sounder operations only, in CTC when any train stops or its speed is reduced below 10 mph, the train must proceed at a speed not exceeding 40 mph, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 15.1—Trains from Bellingham Subdivision must receive General Track Bulletins prior to entering the Scenic Subdivision.

MWOR Rule 8.12—The following paragraph is added on the Scenic Subdivision: At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read: Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 1661.6—DED—WWD—Recall Code 297
MP 1695.1—DED—Recall Code 307
MP 1697.3—DED—Recall Code 309
MP 1721.2—DED—EWD—Recall Code 317
MP 1725.5—DED—WWD—Recall Code 728
MP 1730.7—DED—EWD—Recall Code 738
MP 1740.5—DED—Recall Code 319
MP 1751.9—DED—Recall Code 337
MP 1771.1—DED—WWD—Recall Code 329
MP 1778.6—DED—EWD—Recall Code 338
MP 10.4—DED—WWD—Recall Code 548
MP 6.0—DED—EWD—Main 2

B. Other TWD locations
MP 1654.7—Recall Code 278
MP 1661.6—DED—EWD—Recall Code 297
MP 1668.2—Recall Code 298
MP 1673.0—DED Exception Reporting
MP 1677.2—DED Exception Reporting
MP 1683.7—DED Exception Reporting
MP 1690.0—Recall Code 308
MP 1721.2—DED—WWD—Recall Code 317
MP 1725.5—DED EWD—Recall Code 728
MP 1730.7—DED—WWD—Recall Code 738
MP 1735.0—Recall Code 318
MP 1745.7—DED Exception Reporting
MP 1756.8—DED Exception Reporting
MP 1762.0—Recall Code 308
MP 1765.8—DED Exception Reporting
MP 1771.1—DED—EWD—Recall Code 329
MP 1776.2—Recall Code 348
MP 1778.6—DED—WWD—Recall Code 338
MP 27.2—Recall Code 358
MP 17.1—Recall Code 368
MP 10.4—DED—EWD—Recall Code 548 (Channel 66 or 70)

6. FRA Excepted Track

At Interbay—Zone 3, all tracks (service facility, roundhouse, material tracks, store track, rip tracks, and caboose track) except track 0340; Terry Avenue Line Zone 4; Dyke Team Zone 7; Ballard Lowline.

7. Special Conditions

Wenatchee—All eastward trains must clear the 9th Street Crossing, MP 1651.3. The distance between 9th Street and crossover No. 6 is 6,300 feet. When trains must pick up or set out power and they cannot clear the 9th Street crossing, they must use the East House Lead Switch at MP 1649.52.

All movements from the West Yard Lead track entering the main track eastward at MP 1650.41, Orondo St. crossing, must stop and protect per GCOR Rule 6.32.2. All trains, engines, and switching moves must ensure the lights are flashing a minimum of 20 seconds and the gates are fully lowered before proceeding over the crossing.

Wenatchee city ordinance prohibits the use of the locomotive whistle from Olds Jct., MP 1652.9, to the Wenatchee yard office, MP 1650.2, except if necessary to prevent an accident. The bell must be rung continuously at these locations. On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars when:

- The controlling cab end of the locomotive is not on the forward end of a movement approaching a crossing, or

- Conditions exist due to weather, traffic, structures or other circumstances which impair the engineer's ability to see approaching traffic or the traffic to see the locomotive or cars.

Scenic—The House Track, 1061 will be used by the Maintenance of Way Department only.

Skykomish—Trains must not occupy the Main Street crossing, MP 1732.32, on other than the Main Track or the Siding until the crossing protection is activated and the gates are in the fully lowered position.

Gold Bar— The House Track, 1027 will be used by the Maintenance of Way Department only.

Sultan—The House Track, 1012, will be used by the Maintenance of Way Department only.

Mukilteo—Trains receiving an approach signal to MP 27 must not block the pedestrian crossing at MP 26.7 without first consulting with the Train Dispatcher.

Mukilteo/Boeing Hill Operation—Crews that operate on Boeing Hill must have a copy of, and be conversant with, the "Boeing Hill Instructions."

Richmond Beach—Cars left on tracks 901 and 902 must be shoved to the Walk Bridge, MP 13.86.

Blue Ridge—Crews traveling westward that are required to stop for staging at CP Blue Ridge, MP 9.4, must attempt to stop at the "Terminal Staging Sign" located approximately 4300 feet south of the approach signal located at MP 10.4.

Balmer Yard Fueling Facility—The inside crossover switch from the main line to the fueling facility at MP 4.0, Balmer Yard, must be left lined for straight track when there is no movement over the switch. A stop sign has been installed at the south end of the Service Facility just west of the derail at MP 4.0. This stop sign will govern all movements into the Service Facility from the south end. All movements, inbound power consists and switch engine movements, after stopping, must secure permission from the service foreman to pass the stop sign and get authority for movement over the derail. These radio instructions will be issued on Channel 84. When movement over the derail is complete, immediately notify the service foreman via radio.

Seattle—Between MP 1.0 and MP 0.0, Tunnel 17, trains carrying wide loads must not meet or pass other trains on the adjacent track.

Remote Control Operations—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Area at Seattle Terminal (Interbay, Stacy Street and South Seattle).

Remote Control Zones (RCZ)—Three RCZs are established at Balmer Yard:

- Zone 14 is established from the fouling point on the North end of track 214 (hump lead) to the cab track switch (117E).
- Zone 13 is established from the fouling point on the North end of track 213, south through the crossover to track 214 (Hump Lead) to the cab track switch (117E).
- Zone 12 is established from the fouling point on the North end of track 212, south through the crossovers to track 214 (Hump Lead) to the cab track switch (117E).

Three signs will be posted to designate the RCZs:
1) North end of the yard at the B-lead Crossover Switch
2) North end of the Back Track Lead
3) Near the North Crossover Switch between Lead 3 and Lead 2

Activation/Deactivation—When an RCO switch crew is working in tracks 212, 213, or 214 the crew will activate the Remote Control Zone. The Remote Control Operator will notify the Balmer Yardmaster to activate the RCZ as per GCOR Rule 6.7. Once activated the Remote Control Operator will proceed as follows:

- For Zone 14: The Remote Control Operator will line and lock the north switch 214/213 for track 213 and line and lock the backtrack lead switch for track 214 (hump lead).
- For Zone 13: The Remote Control Operator will line and lock the North 213/214 switch for 214 (hump lead).
- For Zone 12: The Remote Control Operator will line and lock the North 212 switch for the lead.

Movements desiring to enter an RCZ must contact the Remote Control Foreman on channel 80 or the Balmer Yardmaster, as per GCOR Rule 6.7, to determine if the RCZ is active. The RCZ will remain active until deactivated by the Remote Control Operator.

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Skykomish and Berne. The ruling grade ascending east is 2.2; and between Berne and Merritt, the ruling grade descending east is 2.2. The speed of trains must be controlled, at least in part, with the automatic air brake when the train tonnage exceeds 3,500 tons when operating on descending grades - MP 1731.3 to MP 1709.0 and MP 1700.5 to MP 1694.5.

Train Length/Coupler Capacity Limitation Without Helpers/DP— Doublestack equipment and Boeing cars will be considered to be equipped with Grade E equipment for the purpose of coupler capacity limitations. All other car types will be considered Grade C equipment in the application of the following instructions.If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.

Grade C Equipment - 5,740 tons
All Grade E Equipment or Mixed Grade C and E - 7,200 tons (All Grade C equipment must be placed so that is has no more than 5,740 trailing tons.)

Exceptions: The maximum total train length of westward intermodal trains including power must not exceed 8,000 feet. Eastward intermodal trains may be as long as 8000 feet including the power if the length of the cars does not exceed 7000 feet and all empty intermodal equipment is on the rear of the train.

Instructions Governing Operation of Trains Between Merritt and Skykomish—

A. Skykomish—A siren located at the Main Street crossing is under the control of the City Fire Department. The siren will be activated when an emergency exists. The crossing must not be blocked and trains occupying the crossing must clear or cut it immediately.

B. Merritt—Light helper locomotives or other light locomotives left unattended will be placed on the west leg of the wye.

C. Helper units on eastward freight trains between MP 1708.3, east switch Scenic, and MP 1700.0, east portal Cascade Tunnel, will not exceed the sixth throttle position.

D. Scenic—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of the east switch on the south side of the main track to indicate that the ventilating system is functioning. Eastward trains must not pass Scenic unless the alternate flashing white lights are operating unless

permission is given by the train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter the Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater ventilating system indicators are located at MP 1704.2 and MP 1702.4 in the Cascade Tunnel.

Eastward trains between Scenic and Berne before entering the west portal of Cascade Tunnel No. 15 will advise the Seattle East dispatcher if they have aluminum ore, and the Seattle East dispatcher will activate the tunnel circuit which will open the louvers, relieving pressure on this train. Eastward trains handling aluminum ore must not exceed 15 MPH between bay 11 and bay 6. At bay 6 they must gradually reduce their speed not exceeding 10 MPH between bay 4 and the east portal, advising the Seattle East dispatcher as soon as the engines clear the east portal. Helper consists are not permitted in trains requiring alternate ventilation.

E. Ventilating fans and tunnel doors are located at the east portal of the Cascade Tunnel. The westward absolute signal at MP 1700.3 is located 65 feet east of the tunnel door, and the eastward absolute signal at MP 1700.4 is located 100 feet west of the tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, the train dispatcher must be contacted and great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

If the Cascade Tunnel door is closed, immediately contact the train dispatcher and be governed by his instructions. Ascertain which door is in operation. The new tunnel door is red-and-white checkerboard and is located east of the old door.

If the old door is closed and if instructed to manually open the door, ascend the ladder on the south wall to the top of the door and cross the catwalk to the north side. Face the door and move the long red handle to the left to engage the hoist sprocket and cut off power to the door. The door may then be raised with the chain hoist located to your left.

If the new door is closed and if instructed to manually open the door:

1. A push button for emergency opening of the tunnel door is in a control box on the north wall to the west of the tunnel door. It is locked with a switch lock (The box is five feet from the top of the rail).
2. To open the tunnel door, remove the switch lock from the control box and spin the eye nut counterclockwise and push it to the left to open the box cover.
3. Depress the push button marked “open” and an electric winch will pull the door to the full open position. Do not park under the old door when trying to operate the emergency opening of the new tunnel door.

The crews of eastward or westward trains stopped in the Cascade Tunnel must communicate with the train dispatcher to assure that the tunnel ventilating fans are operating and that the east portal door is closed during the time the train is standing.

F. After receiving permission from the train dispatcher, a train in the tunnel may make a back up movement to Scenic or Berne without flag protection and may pass signals without stopping except the absolute signal at MP 1700.4.

If radio communication does not work use the dispatchers’ phones which are located in each bay.

If for any reason, a train is stopped in the tunnel, members of the crew on both the head end and the rear end of the train must communicate with each other and with the train dispatcher and have a thorough understanding whether the train will make a forward or reverse movement out of the tunnel. When a train is in the tunnel, the train dispatcher will ensure the main track or the siding between the siding switches is clear at Scenic and Berne and the alignment of the switch is for the clear track to provide for a forward or reverse movement.

G. A fluorescent light located at Bay 14 is to alert westward trains of the location of signal 1706.1 when vision is obscured. Rule 9.1.13 applies to signals 1706.1 and 1700.6. Westward trains encountering signal 1706.1 at Bay 15 displaying a Restricting indication must not pass the west portal except in an emergency, until it is known the track is clear to the east switch at Scenic, in which case trains must stop and not pass the west portal until a flagman is sent out in advance to see whether or not the main track is blocked by a slide.

H. Survivair SCBA System—Transportation employees are required to recertify every 12 months. The Survivair SCBA management system will provide the employee with a notification up to 30 days in advance while using the system. It is the employee’s responsibility to maintain certification. Employees not certified are considered not qualified for this territory. Employees must contact their supervisor for recertification. Exception: Passenger trains are exempt from this requirement.

I. Survivair SCBA Equipment must be checked out before leaving by qualified crew members of trains running through the Cascade Tunnel from check out locations at Balmer yard or Wenatchee. This equipment must be immediately accessible while in the Cascade Tunnel. These units must be checked in on arrival at Balmer Yard and at Wenatchee upon completion of a tour of duty. Exception: Passenger trains are exempt from this requirement.

J. See **Chart A** for locations of additional emergency material and emergency exits.

The conductor will make a report to the Train Dispatcher, Mechanical Foreman, Trainmaster and Road Foreman of any material used, and from where it was taken. If material is not returned to the bay from which it was taken, advise where it was left.

The Cascade Tunnel has 21 bays with markers on the north wall of the tunnel. The bays are numbered 1 through 21 east to west and are spaced as follows:
Bays 1-5 are 1200 feet apart
Bays 5-17 are 2400 feet apart
Bays 17-21 are 1200 feet apart
Survivair SCBA System replacement equipment is located on the south side of the tunnel. All walking inspections should be done on the south side when possible. Exception: Passenger trains are exempt from this requirement.

Chart A					
Location and Milepost		Phones, Air Hose, Wrench & Knuckles Type E & F	SCBA Emergency Replace-ment Cylinders	Rail Clamps and Chains	Distance Between Bays in Feet
Merritt Depot		X			
CTC Bungalow E&W Berne		X		XX	
Bay 1	MP 1700.60	X	XXXXX		1200
Bay 2	MP 1700.83	X	XXXXX		1200
Bay 3	MP 1701.06	X	XXXXX		1200
Bay 4	MP 1701.29	X	XXXXX		1200
Bay 5	MP 1701.52	X	XXXXX		1200
Bay 6	MP 1701.97	X	XXXXX		2400
Bay 7	MP 1702.42	X	XXXXX		2400
Bay 8	MP 1702.88	X	XXXXX		2400
Bay 9	MP 1703.33	X	XXXXX		2400
Bay 10	MP 1703.79	X	XXXXX		2400
Bay 11	MP 1704.24	X	XXXXX		2400
Bay 12	MP 1704.70	X	XXXXX		2400
Bay 13	MP 1705.16	X	XXXXX		2400
Bay 14	MP 1705.61	X	XXXXX		2400
Bay 15	MP 1706.06	X	XXXXX		2400
Bay 16	MP 1706.52	X	XXXXX		2400
Bay 17	MP 1706.97	X	XXXXX		1200
Bay 18	MP 1707.20	X	XXXXX		1200
Bay 19	MP 1707.43	X	XXXXX		1200
Bay 20	MP 1707.66	X	XXXXX		1200
Bay 21	MP 1707.88	X	XXXXX		1200
CTC Bungalow E&W Scenic		X			
Telephone Booth Scenic		X		XX	
Telephone Booth Skykomish		X			

Chart B has been developed using the following formula: Time = Distance/Rate to aid in calculating progress through the tunnel.

Chart B					
1200 FEET			2400 FEET		
Min	Sec	MPH	Min	Sec	MPH
	27	30		55	30
	28	29		57	29
	29	28		59	28
	30	27	1	00	27
	32	26	1	03	26
	33	25	1	05	25
	34	24	1	08	24
	36	23	1	11	23
	38	22	1	15	22
	39	21	1	18	21
	41	20	1	22	20
	43	19	1	26	19
	46	18	1	31	18
	48	17	1	37	17
	51	16	1	42	16
	55	15	1	49	15
	59	14	1	57	14
1	03	13	2	06	13
1	09	12	2	17	12
1	15	11	2	29	11
1	22	10	2	44	10
1	31	9	3	02	9
1	43	8	3	25	8
1	57	7	3	54	7
2	17	6	4	33	6
2	44	5	5	28	5

K. When necessary to set out bad order cars at Scenic or Berne, see that clamps are properly secured and blocked to the rail on the low end of the car. Clamps at Scenic fit the rail on the industry track. Clamps at Berne fit the rail on the siding. A crew picking up a car must return the clamps and chains to the Telephone Bungalow at Scenic or to the storage container at the CTC Bungalow at Berne.

L. CASCADE TUNNEL EMERGENCY ACTION PLAN
(See **Chart C, below**)

1. Consider hazardous material involvement in each situation before any action is taken.
2. Consider the operation of fans and the direction of movement.
3. If a train incident occurs requiring crew members to leave the locomotive cab to inspect their train, crew members must put on a SCBA unit before investigating the problem(s). A hood must be worn with air activated if a crew member experiences breathing discomfort.
4. If an emergency condition exists, such as a release of hazardous material, the use of Survivair SCBA is required.

5. If the distance or the situation warrants, walk out if necessary. Replacement air cylinders are located in each bay.

Chart C	
Event	Action
I. Undesired Emergency Air Brake Application, Break-in-two or Derailment	If any hazardous material is within tunnel, use breathing equipment immediately. After PCS (power cutoff switch) has reset on the lead locomotive, if air does not begin to restore within two minutes, observe the following: 1. If there is reasonable suspicion that a derailment has occurred, cut off locomotives if possible, if not, walk-exit the tunnel. Obtain supplemental breathing equipment as needed. 2. Use breathing equipment, evaluate, secure, and/or repair if possible. Obtain supplemental breathing equipment as needed.
II. Fire (Obvious)	Eastward: 1. Cut off power, leave train angle cock open - exit tunnel. 2. Determine location of hazardous material in train, if any. 3. Shut off fans, after exit. 4. Close doors. 5. Do not return to tunnel. Westward: 1. Order fans shut off by dispatcher phone, and open door. 2. Cut off power, leaving angle cock open on train, exit tunnel. 3. Determine hazardous material in train, if any. 4. Close door after exit. 5. Do not return.
III. Engine(s) derailed	1. Advise dispatcher - control fans to provide maximum fresh air. 2. Shut down and secure all locomotive units. 3. Exit tunnel using power if possible with dispatcher authority.
Helper engines in train	1. Advise dispatcher. 2. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.
Train with caboose	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

Cascade Tunnel Communications—BNSF network telephones are located in each bay of the tunnel in protective boxes. When dialing a company number, you must dial 8+ (the number). A speed dial for the Seattle East Dispatcher is 616. In an emergency situation, dialing 9-911 will connect with the Wenatchee Emergency Operations, a standard 911 call.

There are two separate radio systems in the Cascade Tunnel. UHF for EOT and DP and VHF for voice radios. There are three ways to communicate via the VHF:
1. Dispatcher mainline radio Tx66/Rx66
2. Tunnel radio Tx66/Rx18
3. Blue MRAS Tx97/Rx34, phone 8-664-2201

If stopped in the Cascade Tunnel, the head-end can communicate with a portable using the Tunnel Radio channel or the Blue MRAS radio channel. The phone in each bay may also be used to dial in to MRAS for communication as long as the Head-end is also on MRAS. Should the mainline radio fail, the crew may use the Blue MRAS to call and communicate with the Dispatcher by dialing 8-234-1615.

ETD and HTD Failures—When an enroute failure occurs at anytime the controlling locomotive is within or will be within the Cascade Tunnel, MP 1700.34 to MP 1708.17, the train may proceed at maximum authorized speed as long as the train is under control until the entire train exits the Cascade Tunnel.

If communications between HTD/EOT is lost enroute, the train must not pass Merritt (westward) or Skykomish (eastward) until communication is reestablished. A supply of replacement batteries and EOT's will be available at Merritt (Tool House) and Skykomish (Depot). Notify the dispatcher if the battery or EOT is removed for use as well as notifying the Mechanical Help Desk with failure information.

Minimum Dynamic Brake Requirements—Before descending grades described in the following chart, it must be known that the locomotive consist(s) has the minimum number of operative axles of dynamic brake. If the train does not meet the minimum requirements as outlined, the train must not proceed. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in the train's total trailing tonnage.

These Minimum dynamic brake requirements for freight trains apply:
Westward, MP 1700 to MP 1731
Eastward, MP 1700 to MP 1693

On the descending grade locations stated above the total brake pipe reduction to control speed should never exceed 15 psi. If the total brake pipe reduction exceeds this value as outlined, the train must be stopped immediately.

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

Locations Approved for Gravity Switch Movements—
Interbay Yard

Locations Having Individually Controlled Crossover Switches—
PA Jct.
Blue Ridge
South Portal
CP Mukilteo
Magnolia

Grade Crossing Ordinances—Seattle city ordinance prohibits the use of the locomotive whistle along Alaskan Way at Wall Street, Vine Street, Clay Street and Broad Street, except if necessary to prevent an accident. The bell must be rung continuously at these locations. On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the

approaching locomotive or cars when:

- The controlling cab end of the locomotive is not on the forward end of a movement approaching a crossing, or
- Conditions exist due to weather, traffic, structures or other circumstances which impair the engineer's ability to see approaching traffic or the traffic to see the locomotive or cars.

Train Inspections—A member of the inbound crew on a through train 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.

Tunnel Locations

Tunnel No.	Milepost
13	1680.1
13.5	1682.8
14	1684.0
14.7	1696.7
15	1700.3
16	1783.2
17	0.2

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

All auxiliary tracks.

Wenatchee		Track 250	Building S side
		Track 302	Building S side
		Track 580	Fence E side
Monroe		Track 1010	Unloading racks
Broadway		Track 605	Docks
Everett	Mill A Track	Track 104	Loading Dock N side
Richmond Beach		Track 903	Loading racks
		Track 906	Loading racks

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Interbay	Tracks 101 thru 116
	Tracks 201 thru 206

Test Mile Locations

MP 1655.4 to MP 1656.4
MP 1678.3 to MP 1679.3
MP 1777.2 to MP 1778.2
MP 25.0 to MP 24.0
MP 14.0 to MP 13.0

Long and Short Miles—Between Gold Bar and Baring, MP 1748 does not exist. Distance between MP 1747 and MP 1749 is 4397 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Scenic Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 1648.2 to MP 1700.3
MP 1721.8 to MP 1737.1
MP 1741.1 to MP 1748.0
MP 1750.4 to MP 1751.0
MP 1755.2 to MP 1755.8
MP 1758.0 to MP 1765.7
MP 1771.2 to MP 1781.5

8. Line Segments

Yard Line Segments

Line Segment	Limits
656	Wenatchee
620	Balmer Yard
470	Balmer Hump Yard

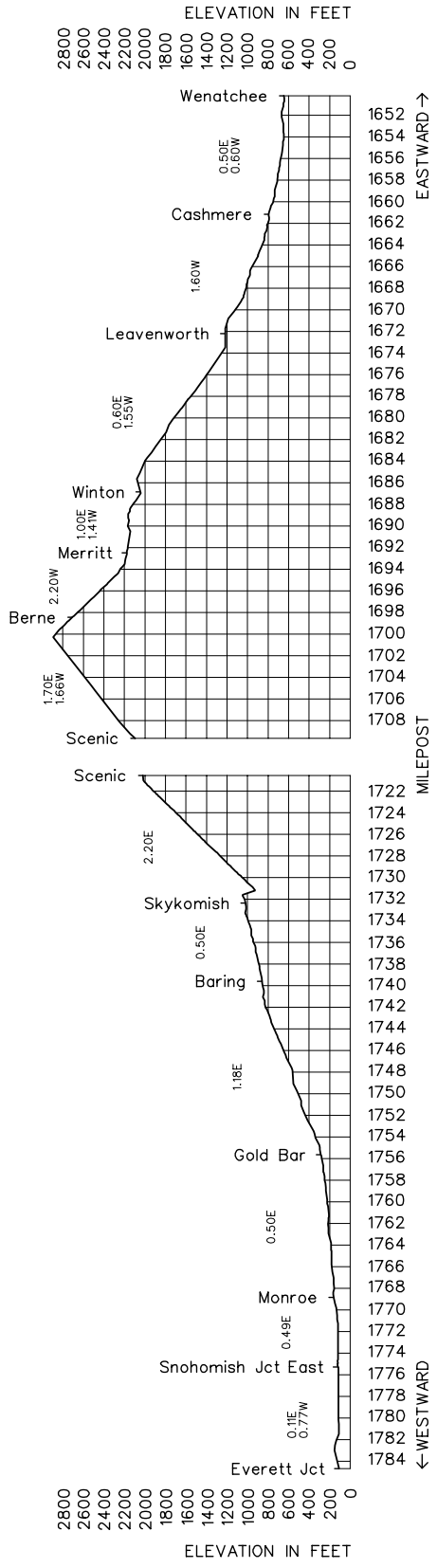
Road Line Segments

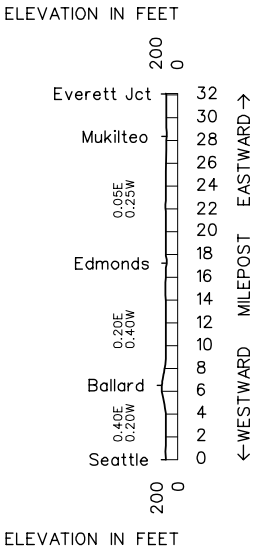
Line Segment	Limits
387	Wenatchee to MP 6.0X
37	Wenatchee to Everett Jct.
50	Everett Jct. Seattle
50	Ballard

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
02053	Monitor	3.6 east of Cashmere	10	West
02061	Dryden	6.1 east of Leavenworth	10	West
02144	Sultan	5.4 west of Gold Bar	10	East
02171	Mt. Baker Terminal	Spur from CP Mukilteo	10	West
02174	Boeing Plant on Spur	1.8 from Mukilteo	Yard	West
02185	Paramount Tracks	2.6 west of Edmonds	9	West
02186	Richmond Beach	3.6 west of Edmonds	65	Both

10. Grade Chart





SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
		02200 02201	0.0X	SEATTLE (King St. Station)	BX(2)	2MT CTC		0.3	
			0.3X	KING STREET	X(2)			0.3	
			0.6X	STADIUM	X(2)			0.6	
			1.2X	LANDER STREET (Lander Main)	X	3MT CTC		0.9	
			2.1X	SPOKANE STREET	TX(2)			0.4	
			2.5X	COACH WYE (Lander Main)	T			0.7	
			3.2X	LUCILE (Main 1)	X			0.1	
		02203	3.3X	ARGO	X(2)	2MT CTC		0.3	
			3.6X	BAILEY	X(2)			MT1-0.6 MT2-2.7 MT3-1.8	
			4.2X	GEORGETOWN (Main 1)	X	3 MT CTC		MT1-2.1	
	7,760(3)		5.4X	VAN ASSELT (Main 3)				MT3-0.9	
		02207	6.3X	RHODES	X(2)			0.3	
			6.6X	BOEING	X(2)			MT1-3.0 MT3-3.4 MT3-2.9	
			9.5X	RENTON JCT. (Main 3)	J			MT3-0.5	
		16001	9.6X	SOUTH SEATTLE (Main 1)	B			MT1-0.4	
		16004	10.0X	BLACK RIVER	X(2)	2MT CTC	51	0.3	
			10.3X	CP TUKWILA	JX			0.5	
			10.8X	TUKWILA				0.5	
	9,170(2)	16005	11.3X	GLACIER PARK	X			MT1-4.8 MT2-2.0	
		16006	13.3X	ORILLIA (Main 2)	TX(2)			MT2-2.4	
			15.7X	JAMES STREET (Main 2)				MT2-0.4	
		16010	16.1X	KENT				0.8	
			16.9X	WILLIS	X(2)			4.1	
			21.0X	AUBURN NORTH	X(2)			0.5	
			21.5X	AUBURN				MT1-2.5 MT2-0.1	
			21.6X	RAINIER (Main 2)	JT			MT2-0.2	
		16014	21.8X	AUBURN YARD (Main 2)	X			MT2-2.0	
	9,240(2)		23.8X	ELLINGSON (Main 2)				MT2-0.2	
			24.0X	PACIFIC	X(2)			5.0	
		16021	29.0X	SUMNER				0.7	
			29.7X	CP SUMNER	X(2)			0.9	
		16022	30.6X	MEEKER	J			1.3	
		16023	31.9X	PUYALLUP				2.1	
			34.0X	STEWART	X(2)			3.8	
			37.8X	CLEAR CREEK	X			0.4	
			38.2X	TR JCT.	JX	3 MT CTC		0.2	
		16029	38.4X	RESERVATION (Tacoma Main)	JX			0.2	
			38.6X	BAY STREET	X(2)			0.3	
			38.9X	RIVER STREET (Tacoma Main)	X(2)			0.1	
			39.0X	CP TACOMA (Main 2)				0.3	
		16031	39.3X	TACOMA	BT			0.3	
			39.6x	D STREET (Main 2)				0.5	
			40.1X 0.0	21ST STREET	X(2)		52	1.4	
			1.4	DAVIS (Main 1)	X			1.8	
			3.2	HARBOR	X(2)	2MT CTC		1.9	
		16038	5.1	RUSTON		CTC		1.6	
		16040	6.7	NELSON BENNETT		2MT CTC		3.3	

SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
		16043	10.0	TITLOW	X(2)	2MT CTC	52	3.5	
		16046	13.5	PIONEER	X(2)			0.9	
		16048	14.4	WEST TACOMA (Bridge 14)	M			10.1	
		16057	24.5	NISQUALLY (To Lakeview 11.5)	JX(2)			3.7	
		16061	28.2	SAINT CLAIR				3.7	
			31.9	CP 31	X			0.3	
			32.2	CENTENNIAL				0.2	
			32.4	CP 32	X			2.5	
		16068	34.9	EAST OLYMPIA	JT			2.6	
			37.5	PLUMB	X(2)			5.7	
		16077	43.2	TENINO	X(2)			6.3	
		16084	49.5	WABASH	X(2)			MT1-3.0 MT2-4.5	
			52.5	CENTRALIA NORTH (Main 1)				MT1-1.5	
			54.0	CENTRALIA	BJTX			1.8	
			55.8	CENTRALIA SOUTH	X(2)			1.9	
			57.7	CHEHALIS				1.0	
			58.7	CHEHALIS JCT.	X(2)			7.5	
			66.2	NAPAVINE SOUTH	X(2)			5.8	
			72.0	CP 72	X(2)			5.0	
		16111	77.0	VADER	X(2)			8.0	
			85.0	MP 85	X(2)			8.4	
			93.4	OSTRANDER	X(2)			2.4	
		16128	95.8	ROCKY POINT				1.5	
		16130	97.3	KELSO				1.6	
			98.9	KELSO SOUTH	X(2)			2.2	
		16134	101.1	LONGVIEW JCT.	BJTX			1.5	
			102.6	LONGVIEW JCT. S	X(2)			4.9	
		16140	107.5	KALAMA				3.4	
			110.9	MP 111	X(2)			7.4	
		16150	118.3	WOODLAND	X(2)			3.7	
		16155	122.0	RIDGEFIELD				1.6	
			123.6	RIDGEFIELD SOUTH	X(2)			7.1	
			130.7	FELIDA	X(2)			1.8	
			132.5	VANCOUVER JCT. N	X(2)			0.5	
		16166	133.0	RYE JCT.				0.5	
			133.5	FRUIT VALLEY	X(2)			1.6	
			135.1	39th STREET	X(2)			1.4	
		12365	136.5	VANCOUVER	BMJTX(2)			176.6	

Radio Channel No. 70 in Service Seattle to Tukwila.
Radio Channel No. 87 in Service Tukwila to MP 19.0.
Radio Channel No. 66 in Service MP 19.0 to Vancouver Jct N
Radio Channel No. 76 in service Vancouver Jct N to Vancouver.
UPRR Base Channel No. 2 in service Tacoma to Vancouver.

Radio Call-In		
Seattle - 53(X)	South Seattle - 40(X)	Black River 41(X)
Auburn - 42(X)	Tacoma - 43(X)	Steilacoom - 52(X)
Lacey - 50(X)	Plumb - 26(X)	Olympia/Lacey - 74(X)
Chehalis South - 46(X)	Napavine - 24(X)	MP 85 - 25(X)
Longview - 28(X)	Ridgefield - 29(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Seattle Terminal Dispatcher—(817) 234-1613, Fax (817) 234-1614
Seattle East Dispatcher—(817) 234-1615, Fax (817) 234-1616
Centralia North Dispatcher (0500-2100)—(817) 867-7075, Fax (817) 234-1624
Centralia South Dispatcher (0500-2100)—(817) 867-7086, Fax (817) 234-1622
Centralia North and South Dispatcher (2100-0500) (817) 867-7086, Fax (817) 234-1622
Vancouver Terminal Dispatcher—(817) 234-6125, Fax (817) 234-7205
UP Dispatcher, Omaha—(402) 636-1701

1. Speed Regulations

1(A). Speed—Maximum

	Talgo	Passenger	Freight
MP 0.0X to MP 40.1X	79 MPH	79 MPH	50 MPH.
MP 0.0 to MP 102.6	79 MPH	79 MPH	50 MPH.
MP 102.6 to MP 136.5	79 MPH	79 MPH	60 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 0.4X	30 MPH	30 MPH	25 MPH.
MP 0.4X to MP 3.4X, Lander Main	30 MPH	30 MPH	25 MPH.
MP 0.4X to MP 2.3X, MT1, MT 2	50 MPH	50 MPH	35 MPH.
MP 2.3X to MP 2.6X, MT1, MT2	48 MPH	40 MPH	35 MPH.
MP 2.6X to MP 3.4X, MT1, MT2	56 MPH	50 MPH	35 MPH.
MP 3.3X to MP 5.1X, MT3	40 MPH	40 MPH	40 MPH.
MP 3.4X to MP 8.8X, MT1, MT2	70 MPH.		
MP 5.1X to MP 6.7X, MT3	50 MPH	50 MPH.	
MP 6.7X to MP 8.8X, MT3	70 MPH.		
MP 8.8X to MP 10.0X, MT3	73 MPH	65 MPH.	
MP 8.8X to MP 10.4X, MT1, MT2	73 MPH	65 MPH.	
MP 10.4X to MP 10.7X	63 MPH	55 MPH	45 MPH.
MP 27.4X to MP 30.7X	70 MPH.		
MP 34.4X to MP 34.6X	55 MPH	45 MPH	45 MPH.
MP 34.6X to MP 36.4X	73 MPH	65 MPH.	
MP 36.4X to MP 36.8X	52 MPH	45 MPH	40 MPH.
MP 36.8X to MP 37.8X	52 MPH	45 MPH	30 MPH.
MP 37.8X to MP 0.0	37 MPH	30 MPH	30 MPH.
MP 0.0 to MP 1.8	42 MPH	30 MPH	30 MPH.
MP 1.8 to MP 2.2, MT1	57 MPH	30 MPH	30 MPH.
MP 2.2 to MP 2.3, MT1	45 MPH	30 MPH	30 MPH.
MP 2.3 to MP 2.8, MT1	57 MPH	30 MPH	30 MPH.
MP 1.8 to MP 2.1, MT2	57 MPH	30 MPH	30 MPH.
MP 2.1 to MP 2.2, MT2	47 MPH	30 MPH	30 MPH.
MP 2.2 to MP 2.8, MT2	57 MPH	30 MPH	30 MPH.
MP 2.8 to MP 5.1	64 MPH	50 MPH.	
MP 5.1 to MP 6.5	60 MPH	40 MPH	40 MPH.
MP 6.5 to MP 6.6	60 MPH	60 MPH.	
MP 6.6 to 7.1	70 MPH	60 MPH.	
MP 7.1 to MP 9.5	75 MPH	60 MPH.	
MP 9.5 to MP 9.8, MT1	35 MPH	35 MPH	35 MPH.
MP 9.5 to MP 9.8, MT2	52 MPH	35 MPH	35 MPH.
MP 9.8 to MP 10.3	67 MPH	60 MPH	35 MPH.
MP 10.3 to MP 10.8	67 MPH	60 MPH.	
MP 10.8 to MP 13.2	70 MPH.		
MP 13.2 to MP 14.0	67 MPH	60 MPH.	
MP 14.0 to MP 14.3	40 MPH	40 MPH	40 MPH.
MP 14.3 to MP 15.9	50 MPH	50 MPH.	
MP 15.9 to MP 19.9	67 MPH.	60 MPH.	
MP 19.9 to MP 21.9	70 MPH.		
MP 21.9 to MP 23.8	67 MPH	60 MPH.	
MP 23.8 to MP 25.6	63 MPH	55 MPH.	
MP 27.7 to MP 28.1	70 MPH.		
MP 33.8 to MP 34.2	70 MPH.		
MP 36.2 to MP 36.5	70 MPH.		
MP 41.4 to MP 41.7	70 MPH.		
MP 46.0 to MP 46.8	70 MPH.		
MP 46.8 to MP 47.7	70 MPH	70 MPH.	
MP 47.7 to MP 47.9	67 MPH	60 MPH.	
MP 51.1 to MP 51.2	67 MPH.		
MP 51.2 to MP 51.4	67 MPH	60 MPH.	
MP 51.4 to MP 53.7	75 MPH	65 MPH.	
MP 53.7 to MP 54.3	60 MPH	40 MPH	40 MPH.
MP 62.3 to MP 63.0	67 MPH	60 MPH.	
MP 63.0 to MP 64.5	70 MPH.		
MP 64.5 to MP 65.1	62 MPH	50 MPH.	
MP 69.1 to MP 70.4	67 MPH	60 MPH.	
MP 70.4 to MP 70.7	60 MPH	50 MPH.	
MP 70.7 to MP 71.3	67 MPH	55 MPH.	
MP 71.3 to MP 71.6	67 MPH	60 MPH.	
MP 77.8 to MP 79.5	65 MPH	55 MPH.	
MP 79.5 to MP 81.6	70 MPH.		
MP 81.6 to MP 81.8	67 MPH	60 MPH.	
MP 81.8 to MP 83.2	70 MPH	65 MPH.	
MP 85.4 to MP 86.9	75 MPH.		
MP 86.9 to MP 87.2	67 MPH	60 MPH.	
MP 89.0 to MP 89.8	67 MPH	60 MPH.	
MP 89.8 to MP 91.0	70 MPH.		
MP 91.0 to MP 91.2	67 MPH	60 MPH.	
MP 91.2 to MP 93.7	70 MPH.		
MP 93.7 to MP 95.0	67 MPH	60 MPH.	
MP 95.0 to MP 95.3	45 MPH	45 MP.	40 MPH.
MP 95.3 to MP 97.2	52 MPH	45 MPH	40 MPH.
MP 97.2 to MP 98.4, MT1	75 MPH	70 MPH.	
MP 98.4 to MP 98.5, MT1	70 MPH	70 MPH.	
MP 98.5 to MP 100.3, MT1	75 MPH	70 MPH.	
MP 97.2 to MP 100.3, MT2	75 MPH	70 MPH.	
MP 100.3 to MP 100.6	67 MPH	60 MPH.	
MP 108.2 to MP 108.5	70 MPH.		
MP 114.4 to MP 114.8	75 MPH.		
MP 118.8 to MP 119.8	75 MPH.		
MP 119.8 to MP 122.3	70 MPH.		
MP 122.3 to MP 122.8, MT1	65 MPH	50 MPH	35 MPH.
MP 122.8 to MP 122.9, MT1	53 MPH	50 MPH	35 MPH.
MP 122.3 to MP 122.9, MT2	65 MPH	50 MPH	35 MPH.
MP 122.9 to MP 126.6	70 MPH.		
MP 131.5 to MP 132.6	70 MPH.		
MP 132.6 to MP 133.1, MT1	70 MPH	50 MPH	35 MPH.
MP 132.6 to MP 133.1, MT2	67 MPH	50 MPH	35 MPH.
MP 133.1 to MP 136.2	70 MPH	70 MPH.	
MP 133.5 to MP 136.1, NP Pass	50 MPH	50 MPH	50 MPH.
MP 136.2 to MP 136.5	35 MPH	35 MPH	35 MPH.

1(C). Speed—Switches and Turnouts

King Street, crossovers MT to MT	30 MPH	25 MPH.	
King Street, crossover MT1, Lead 2	30 MPH	10 MPH.	
King Street, turnout KS01, Lead 2	10 MPH	10 MPH.	
King Street, turnout KS01, MT1	30 MPH	10 MPH.	
King Street, turnout KS02, Lead 2	30 MPH	10 MPH.	
Stadium, crossovers MT1, MT2	40 MPH	35 MPH.	
Stadium, crossovers MT1, Lander Main	30 MPH	25 MPH.	
Spokane Street, crossovers MT1, MT2	40 MPH	35 MPH.	
Spokane Street, crossovers MT1, Lander Main	30 MPH	25 MPH.	
Coach Wye	30 MPH	25 MPH.	
Lucile, crossover MT to MT	30 MPH	25 MPH.	
Argo, crossover MT to MT	30 MPH	30 MPH.	
Bailey, NWD crossover MT2 to MT1	30 MPH	30 MPH.	
Bailey, SWD crossover MT1 to MT2	30 MPH	30 MPH.	
Bailey, NWD crossover MT1 to MT2	50 MPH	50 MPH.	
Bailey, SWD crossover MT2 to MT1	50 MPH	50 MPH.	
Bailey, crossover MT3 to MT2	30 MPH	30 MPH.	
Rhodes, crossover MT to MT	50 MPH	50 MPH.	
Boeing, crossover MT to MT	50 MPH	50 MPH.	
Black River	50 MPH	50 MPH.	
CP Tukwila	50 MPH	50 MPH.	
Glacier Park, crossover MT to MT	50 MPH	50 MPH.	
Glacier Park, turnout MT2 to siding	25 MPH	25 MPH.	
Orillia, crossover MT2 to Glacier Park siding	25 MPH	25 MPH.	
Willis	50 MPH	50 MPH.	
Auburn North, crossover MT to MT	50 MPH	50 MPH.	
Rainier	20 MPH	20 MPH.	

	Passenger	Freight
MP 21.7X, Auburn Yard, NSS MT2	35 MPH	35 MPH.
MP 23.8X, Ellingson, SSS MT2 to controlled siding	35 MPH	35 MPH.
Pacific	50 MPH	50 MPH.
CP Sumner	50 MPH	50 MPH.
Stewart	50 MPH	50 MPH.
Clear Creek	50 MPH	30 MPH.
TR Jct.	30 MPH	30 MPH.
MP 38.4X, Reservation, through Jct. with UPRR		10 MPH.
MP 38.4X, Reservation, entering or leaving Tacoma Yard via Work Lead or Drawbridge Main		10 MPH.
MP 38.6X, Bay Street	30 MPH	30 MPH.
CP Tacoma	30 MPH	10 MPH.
D Street	30 MPH	10 MPH.
21st Street, crossover MT to MT	30 MPH	30 MPH.
Davis	45 MPH	30 MPH.
Harbor	50 MPH	50 MPH.
Ruston	40 MPH	40 MPH.
Nelson Bennett	40 MPH	40 MPH.
Through crossover turnouts: Titlow, Pioneer, Nisqually, Plumb, Wabash, Centralia South, Chehalis Jct., Napavine South, Vader, MP 85.0, Ostrander, Kelso South, Longview Jct. South, MP 111, Ridgefield South, Vancouver Jct. North	35 MPH	35 MPH.
CP 31, CP 32, Tenino, CP 72, Woodland, Felida	50 MPH	50 MPH.
Fruit Valley, crossover MT to MT	50 MPH	50 MPH.
39th Street, NWD MT2 to MT1	50 MPH	50 MPH.
39th Street, SWD MT1 to MT2	50 MPH	50 MPH.
39th Street, NWD MT1 to NP PASS TK	50 MPH	50 MPH.
39th Street, SWD NP PASS TK to MT1	50 MPH	50 MPH.
Vancouver Center, Vancouver Center to Yard Lead	10 MPH	10 MPH.

Trains over 100 TOB must not exceed 35 MPH through turnouts shown as 40 MPH and 50 MPH, and must not exceed 25 MPH through turnouts shown as 30 MPH and 35 MPH.

1(D). Speed—Other

Seattle-King St Station Tracks KS01 and KS02	30 MPH	10 MPH.
Seattle-King St Station Tracks KS03, KS04, KS05, KS06, KS07	10 MPH	5 MPH.
Seattle-King St Station Lead 2 North of the NXO MT 1 to Lead 2	30 MPH	10 MPH.
Seattle-King St Station Lead 2 South of the NXO MT1 to Lead 2	10 MPH	10 MPH.
Royal Brougham, MP 0.4X, (HER)	20 MPH	20 MPH.
MP 8.0X, South Seattle Yard, crossover Storage 2 to Storage 3	5 MPH	5 MPH.
Kent Industrial Lead, between Orillia and James Street	10 MPH	10 MPH.
Lakeview Spur, MP 11.5X to MP 0.0X		10 MPH.
MP 31.7X to MP 31.8X (HER)		65 MPH.
Tacoma—Amtrak Lead	20 MPH	10 MPH.
Amtrak Lead signal, departing on proceed indication (HER)	30 MPH.	
South Tacoma, MP 3.0 to Roy, MP 21.0	10 MPH	10 MPH.
Centralia—north leg of wye	5 MPH	5 MPH.
On sidings:		
Glacier Park	25 MPH	25 MPH.
Ellingson	35 MPH	35 MPH.
All other sidings	10 MPH	10 MPH.
Rye Jct. to Rye		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

Seattle to Vancouver	143 tons, Restriction D
Seattle to West Seattle	143 tons, Restriction E
Port of Tacoma Spur	143 tons, Restriction E
Lakeview to Roy	143 tons, Restriction D
Lakeview to Nisqually	134 tons, Restriction G
Longview Jct. to Longview Yard over Bridge 0.59	143 tons, Restriction D
Other bridges in Longview	134 tons, Restriction G
Rye Jct. to Rye	134 tons, Restriction G

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

West Seattle—tracks 2100 through 2199 south of the West Seattle drawbridge switch on Iowa Ave.

Kent—All tracks except 6001 through 6009 and 6028 (Glacier Park Siding).

Kalama—A maximum of 3 locomotives - with one isolated - are allowed on the Kalama Export Elevator tracks.

Lakeview Industrial Park—Only one locomotive is allowed for switching operations. Six-axle locomotives are not permitted.

3. Type of Operation
CTC—in effect:
MP 0.0X to MP 136.5

Multiple Main Tracks—in effect:
2 MT
MP 0.0X to MP 0.4X
MP 3.2X to MP 3.6X
MP 10.0X to MP 38.2X
MP 1.4 to MP 5.1
MP 6.6 to MP 136.5

3 MT
MP 0.4X to MP 3.2X
MP 3.6X to MP 10.0X
MP 38.2X to MP 1.4

Interlockings and Drawbridges Not Indicated at Station—West Seattle Line Drawbridge 36.8, Drawbridge at MP 36.8
TY&E and Maintenance of Way—After stopping at the stop sign, trains or engines must not proceed until permission is received from the bridge tender.

Interlockings and Drawbridges—West Tacoma, Bridge 14, Drawbridge at MP 14.4
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge tender must be contacted on radio channel 87 to inspect the bridge equipment before trains are permitted to proceed over the bridge. After the inspection has been completed, the inspector will notify the bridge tender. When the control operator has given authority to proceed, the train must proceed per GCOR Rule 6.27.

Maintenance of Way instructions—To occupy the interlocking limits employees must contact the Centralia North Dispatcher and obtain track authority.

Seattle—Train, yard and engine movements between the freight yard and Fifth Avenue tracks will be made via the UP yard track Oregon Street connection. The UP timetable will govern.

Between East Olympia and Olympia—Union Pacific rules and timetable govern.

Between TR Jct and Freight House Square—Tacoma Railway rules and timetable govern.

4. General Code of Operating Rules Items
Rule 1.3.1—Rules, Regulations, and Instructions—The following is added: Engineers and Conductors who operate Sounder commuter trains must have a copy of the Sounder Commuter Rail Service Manual while on duty. They must be familiar with and follow the rules, instructions, and policies of the manual.

Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Seattle Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 North approach signal South Orillia, over."
Example of Conductors Transmission:
"AMTK 503 North approach signal South Orillia, FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

Rule 5.8.1/Rule 5.8.2—Passenger trains at passenger station platforms must ring the engine or cab bell when approaching or initiating movement from the platform. At King Street Station do not sound whistle signals except in an emergency or to warn employees.

Rule 5.8.2(7)—An Automated Horn System (AHS) is in service at Tacoma at MP 2.7, McCarver Street. The AHS is activated by an approaching train which sounds a warning in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound the horn at the crossing. To confirm that the AHS is functioning, an indicator flashes at the crossing. After the indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required. If the indicator is not flashing when a train approaches the crossing, the whistle must be sounded.

Rule 5.10—All commuter locomotives must have red markers displayed when locomotive is in trailing position.

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

Rule 6.26— The 3 main tracks between MP 0.4X and MP 3.2X are designated as follows: Looking southward from MP 0.4X, the track on the right is Lander Main, the track in the center is Main 1, and the track on the left is Main 2.

The 3 main tracks between MP 3.6X and MP 10.0X are designated as follows: Looking southward from MP 3.6X the track on the right Main 1, the track in the center is Main 2 and the track on the left is Main 3.

The 3 main tracks between MP 38.2X and MP 1.4 are designated as follows: Looking southward from MP 38.2X, the track on the right is the Tacoma Main, the track in the center is Main 1, and the track on the left is Main 2.

Rule 6.28—in effect:
Nisqually MP 11.5X to Lakeview MP 0.0X
South Tacoma MP 3.0 to Roy MP 21.0
Rye Jct. MP 0.0 to Rye MP 3.6

Rule 6.32.6—Blocking Public Crossings
Following crossings adjacent to passenger stations must not be blocked by a standing train during commuter rail operations:
Kent—Smith Street
Auburn—Main Street
Sumner—Maple Street
Puyallup—Meridian Street

Rule 9.1.8—For passenger operations only, the "Approach" signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For passenger operations only, the "Diverging Approach" signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

Rule 9.9—For Seattle Sounder operations only, in CTC when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 10.2—The following switches are not equipped with electric locks:

MP 10.3	Main One - Titlow Stub
MP 12.8	Main Two - Pioneer Pit
MP 34.6	Main Two - East Olympia MW Track
MP 43.5	Main Two - Tenino Siding North
MP 44.2	Main Two - Tenino Siding South
MP 58.2	Main One - Chehalis

Rule 15.1—Trains operating between Tukwila and Vancouver must receive a general track bulletin prior to departure from initial station.

ABTH Rule 106.1—In the application of ABTH 106.1, Regulating Horsepower per Ton, train and engine crews must use all available HPT up to 1.2 HPT on the Seattle Subdivision. Trains exceeding 1.2 HPT must isolate down as close as possible without falling below 1.0 HPT.

MWOR Rule 8.12—Crossover Switches, the following paragraph is added on the Seattle Subdivision:
At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read:
Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 10.1—Recall Code 528
MP 18.5—Recall Code 518 DED—NWD only

B. Other TWD locations
MP 5.2X—Recall Code 407
MP 15.1X—DED Exception Reporting
MP 20.8X—DED Exception Reporting
MP 26.4X—Recall Code 428
MP 31.4X—DED Exception Reporting
MP 35.2X—DED Exception Reporting
MP 18.5—Recall Code 518 DED—SWD only
MP 30.0—Recall Code 268
MP 57.9—Recall Code 468
MP 87.4—Recall Code 258
MP 113.5—Recall Code 298

6. FRA Excepted Track

Seattle—7th Avenue Yard Zone 14 and Shoreline Lead Zone 15. Stacy 2nd Ave.
Zone 11—tracks 1160 through 1165
Zone 16—tracks 1610 through 1618
Zone 21—all tracks

Glacier Park—All industrial tracks in zones 63, 64 and 65 and Tracks 6021, 6022, 6025, 6029.

Kent—Zone 62 and all industry tracks within limits of Zone 62.

Auburn—tracks 2405, 2417, 2418, 2451, 2452, 2454, and 2459.

Meeker—the Auxiliary Track Beyond the Clearance Point of the Inside Switch. (This does not include the former Dead Leg of the Wye Track Adjacent to Main Track 2.)

Tacoma—Tracks 320 and 720.

South Tacoma—MP 3.0 to Roy MP 21.0

Lakeview Spur—MP 11.0X to MP 0.0X

Rye and Rye Jct.

7. Special Conditions

Between Seattle and Tacoma—All employees must be familiar with the current Sounder Commuter and Amtrak schedules as found in Division General Notice, enabling compliance with the Item 4 amendment to GCOR Rule 6.32.6, Blocking Public Crossings.

Holgate Street Crossing—On 2nd Avenue yard tracks MP 0.9, each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.

Kent—City ordinance prohibits switching operations over East Valley Highway (MP 14.1X) near 212th Street between 0630 and 0900 and between 1500 and 1800, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

Kent Industrial Lead—Each train must stop before entering the crossings at MP 14.1X (212th Street) and MP 15.1X (228th Street) and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.

Auburn—Setting out of loaded grain and coal trains should be made by pulling through yard tracks whenever possible. All reverse movements, north to south, at north end of yard must be made in as low a throttle position as possible to make movement. High lateral forces resulting from high throttle positions must be avoided in order to minimize the potential of derailment.

Puyallup—Permanent derails have been installed on the north and south ends of the Setout Track, 2190.

Tacoma—Before an engine or engine with cars enters a track in Tacoma Main Yard, tracks 101 through 124, a crew member must ascertain from the tower yardmaster if there is or will be, any switching activity from the opposite end of the track. When there is a movement to be made in a common track, the tower yardmaster must inform both crews that the track is being used jointly, and that communication between both crews must be established prior to its use.

A switch crew or train crew employee will be required to lock both ends of the track while coupling air hoses and/or performing air tests on their train. The conductor or foreman may request the assistance of another qualified employee to assist in locking or unlocking the switches protecting his train. Switch locks are available to comply with the aforementioned instructions; these locks are now located in the Job Boxes located on both the east and west end of the yard.

All movements to or from Bullfrog Jct. will be made on Channel 66.

Locomotive servicing personnel monitor and conduct operations on Channel No. 84.

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

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

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

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

1. Canal Street
2. Lincoln Avenue
3. McCarver Street
4. McKinley Avenue
5. Pine Street
6. Puyallup Avenue
7. St. Paul Avenue
8. Wilkeson Street
9. East D Street
10. East 11th Street
11. East 15th Street
12. South 56th Street
13. South 74th Street

When grade crossing is cleared in accordance with the above, waiting vehicles and pedestrians are to be allowed to cross before crossing is again occupied.
City ordinance prohibits switching operations over Puyallup Avenue and East 11th Street between 0630 and 0830 and between 1530 and 1800 except on Saturdays and Sundays and legal holidays, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

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

Steilacoom—Northward trains that will not clear Bridge 14, do not depart Union Avenue (MP 15.72) at Steilacoom before contacting Dispatcher to determine if train will be able to proceed at Pioneer.

Fort Lewis—On cantonment tracks, when backing or pushing cars ahead of the engine over street crossings, the movement must be protected by a flagman on the ground. Many government warehouses, semi-portable loading ramps, and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.

Mobase—Permanent drainage ditch—about 3 feet deep and 1700 feet long—in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks. Gate into Mount Rainier Ordnance Depot will be kept locked at all times with switch lock.

Between Mobase and Roy—The U.S. Army has gun emplacements in the area east of the track that direct fire over the main track. When firing is in progress, Army guards will be stationed at the following locations:

MP 15.2	MP 17.6
MP 17.0	MP 19.8

On the approach of a train or track car, guards will immediately arrange for the firing to cease and allow the train and/or track car to pass through normally.

Centralia and Vader—Trains setting out on Main 2 sidings make cut opposite the CTC Bungalow. At Vader, spot cars a sufficient distance from dual control switches to prevent interference with hand operation of switches.

Fixed derails located at the south end of Main 2 siding at Centralia.

Castle Rock—When setting out engines or cars, do not place closer than 500 feet to stub track switch at north end of siding.

Ostrander Tunnel 3—Cars with Card Kind Code M3E are only to move on Main 1, due to substandard clearances for these cars on Main 2.

Longview Jct—When operating/switching cars on the Controlled Siding, Track 1000, all cars being handled will have air hoses laced and air cut in on all cars. All shoving movements on this track will be protected by crew member preceding the movement under the provisions of GCOR Rule 6.5.

Longview Jct. Yard—Before trains or maintenance of way equipment enters or fouls the yard at Longview Jct., crew member of trains or employee in charge of maintenance of way equipment must contact Yardmaster for permission to enter the yard. Crew member of trains must also report departure time of their train to the Yardmaster and maintenance of way employee must report to the Yardmaster when clear of tracks.

MP 105.9—Inside switch from Main 1 into Track 941, North End Main 1 Extension, close clearance when throwing switch when cars are occupying Peavey outside East Track.

Kalama—When switching Peavey Loop tracks, no more than 55 cars may be shoved at one time. Unit Grain trains destined for Kalama Export that have DP locomotives must not operate into this facility in DP status. Locomotives must be on the head end of the train to deliver the entire train, or the train must be divided and spotted in cuts with the head end portion of the train.

Woodland—MP 116.8 two new tracks have been installed, designated as Track 833 (East Track) and Track 834 (West Track) to service Columbia River Carbonates. Tracks are located off lead into Northwest Pet Foods and are protected by derail.

Rye Jct.—Highway grade crossing signal at NW Fruit Valley Road on LINC main track, MP 0.1, has been changed to an "island only" activation. Each end of track circuit is identified by yellow paint on rail. Train and engine movements from either direction must stop with leading wheels shunting track circuits at stop signs. Movement may proceed after signals have activated and gates are fully lowered.

Vancouver—All southbound trains except Amtrak must obtain permission from the Vancouver Terminal Dispatcher before proceeding south of MP 129.0. After contacting the Vancouver Terminal Dispatcher, trains must switch back to channel 66 until clearing Centralia South territory. All northbound trains must switch to radio channel 66 after passing Vancouver Jct. North.

Remote Control Operations—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Area at Seattle Terminal (Interbay, Stacy Street and South Seattle).

Signs located at MP 38.2X and MP 3.0 (Seattle Subdivision) designate the Remote Control Area at Tacoma.

Amtrak Operations—NRPC trains must not use the following sidings without permission from the roadmaster for that territory, and inspection must be made by the Track Department prior to use: Centralia, Vader, Kelso, Longview Jct. and Ridgefield.

Locations Having Individually Controlled Crossover Switches

King Street	Stadium	Lander Street
Spokane Street	Lucile	Argo
Bailey	Georgetown	Rhodes
Boeing	Black River	CP Tukwila
Glacier Park	Orillia	Willis
Auburn North	Auburn Yard	Ellingson
Pacific	Sumner	CP Sumner
Stewart	Clear Creek	TR Jct.
Reservation	Bay Street	River Street
21st Street	Davis	Harbor
CP 31	CP 32	Tenino
CP 72	Fruit Valley	

Train Inspections—A member of the inbound crew on a through train 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.

Railroad Crossings Not Indicated at Stations—

Seattle	Atlantic Street UP
	Duwamish Avenue UP
	North Leg of Wye
	West Seattle Line: East Marginal Way, joint track crossing UP
Tacoma	Between Reservation and East 15th Street—UP
	Running track to Muni Yard—UP

Automatic Equipment Identification (AEI)—Located at:
Seattle MP 9.5X (near Renton Jct.)
Tacoma MP 35.2X (near Stewart)
Tacoma MP 5.1 (near Ruston)
Centralia MP 49.6
Centralia MP 55.2
Kelso MP 96.5
Vancouver MP 134.0

Antennas have been installed between the main tracks at a height of 30 inches above the rails at these locations. Close clearance exists.

Tunnel Locations

Tunnel No.	Milepost
1	5.3
2	5.6
3	95.0

Dimensional Shipments—Any dimensional and/or oversize car or special shipment measuring 12 feet or wider must not

meet, pass, or be passed by another dimensional shipment measuring 12 feet or wider on adjacent track between Seattle and Vancouver.

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

Tukwilla	between MT	fence
South Tacoma	siding	fence

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Stacy		Tracks 1040—1041
		Tracks 1008 thru 1019
Kent	GP Yard	Tracks 6029—6021
		Tracks 6021—6022
Auburn		Tracks 2401 thru 2404
Puyallup		Tracks 2002—MT2
Tacoma		Tracks 101 thru 124
		Tracks 310—703
		Tracks 310 thru 320
		Tracks 601 thru 604
		Tracks 605—606
		Tracks 704 thru 709
		Tracks 710—711
		Tracks 902—903
		Tracks 1201—1213
		Tracks 1201 thru 1211
McCarver St.		Tracks 1110—1111
Titlow		Tracks 2497—MT2
West Tacoma		Tracks 2633—MT2
Ketron		Tracks 2897—MT1
Ft. Lewis		Tracks 563—564
East Olympia		Tracks 3297—MT1
Tenino		Tracks 3697—MT2
Bucoda		Tracks 3497—MT2
Centralia		Tracks 3201 thru 3205
		Tracks 3301 thru 3303
		Tracks 3395—3201
Rocky Point Yard		Tracks 1102—1103

Test Mile Locations:
Seattle to Tacoma:
MP 16.0X to MP 17.0X
MP 24.0X to MP 25.0X
MP 31.0X to MP 32.0X
MP 17.0 to MP 18.0
MP 39.0 to MP 40.0
MP 79.0 to MP 80.0
MP 112.0 to MP 113.0
MP 125.0 to MP 126.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Seattle Subdivision except on the Lander Main, Tacoma Main and NP Pass (39th Street).

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 17.7X—Bridge	MP 24.3X—Bridge
MP 29.4X—Bridge	MP 34.1X—Bridge
MP 5.2 to MP 5.7	MP 7.3 to MP 8.2
MP 15.0 to MP 19.0	MP 21.0 to MP 23.0
MP 24.3 to MP 25.5	MP 36.1—Bridge
MP 47.0 to MP 48.2	

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
622	King Street	Duwamish Ave. to Royal Brougham Way, all tracks east of Occidental Ave South. North of Royal Brougham Way, all depot tracks to South Portal.
623	Stacy Street	Galer St. to Argo Interlocking
625	West Seattle	West Seattle Yard to end of track at SW Michigan St. & West Marginal Way including Bridge 36.8 (Duwamish Bridge) to the Harbor Island Switch.
606	Auburn Yard	
608	Tacoma	
400	S. Tacoma to Roy	MP 3.0 to MP 21.0
401	Lakeview to Nisqually	MP 11.5X to MP 0.0X
402	Saint Clair to Quadlok	MP 0.0 to MP 3.1
609	Olympia	
402	Olympia to Belmore	MP 9.1 to MP 15.8
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Bridge 0.59 to Longview
438	Vancouver Jct.	Rye MP 0.0 to MP 3.7

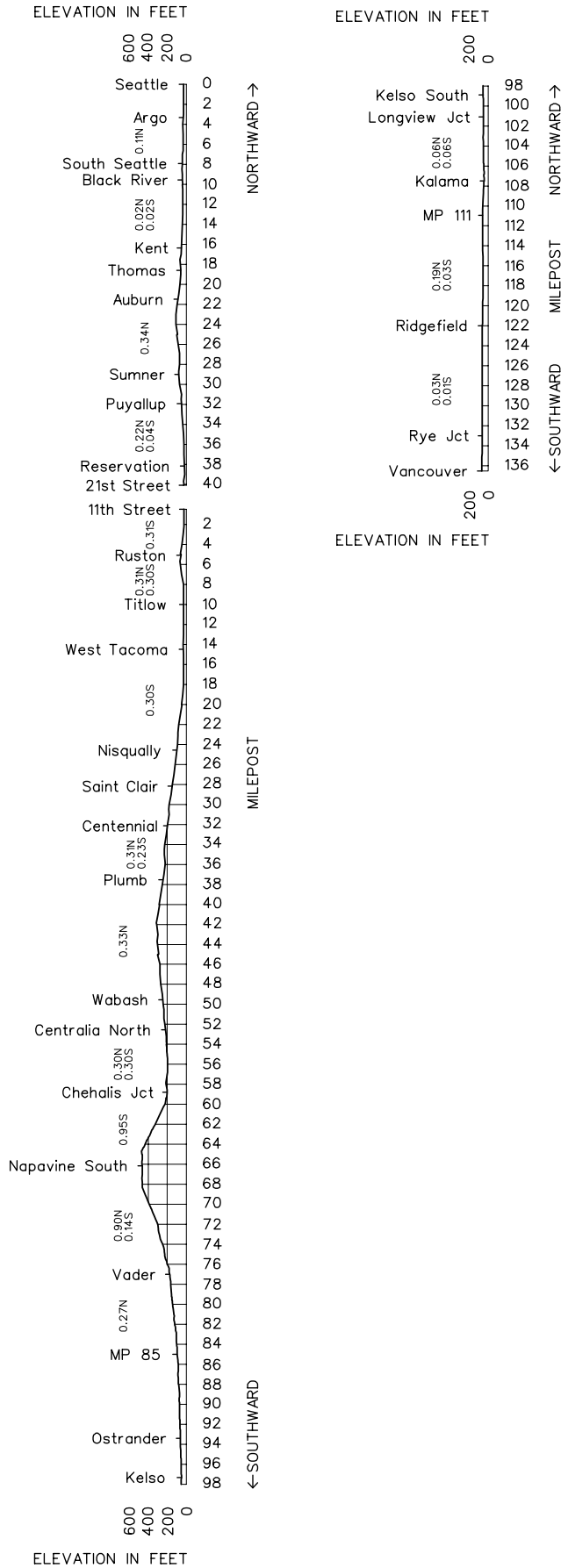
Road Line Segments

Line Segment	Limits	Mileposts
430	Seattle (S. Jackson St.) Stacy St.—Argo (Via Colorado Ave. Line)	0.0X to 3.3X
51	Seattle to 21st Street	0.0X to MP 40.1X
52	21st Street to Vancouver	MP 0.0 to MP 136.5

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
16043	Titlow Storage Trk.	MP 10.0 (Main 2)	90	Both
16047	Gravel Center	0.8 north of West Tacoma	30	North
16049	Steilacoom	1.2 south of West Tacoma	8	North
16051	Ketron	3.3 south of West Tacoma	20	South
67305	South Tacoma	4.5 west of 11th Street	12	Both
67308	Hull Hardwood	1.1 east of Lakeview	2	East
67309	Lakeview	11.5 east of Nisqually	15	East
67311	McChord Field	1.7 west of Lakeview	Yard	West
67312	Metreco	2.9 west of Lakeview	25	East
67313	Mobase	3.6 west of Lakeview	Yard	Both
67314	Spanaway Spur	4.3 west of Lakeview	Conn	Both
67320	Roy	7.8 west of Mobase	26	Both
67404	Camp Murray	4.4 west of Lakeview	15	East
67407	Fort Lewis	7.8 west of Lakeview	Yard	Both
67510	Olympia	7.2 south of East Olympia	Yard	Both
67512	Graystone Spur	9.9 south of East Olympia	8	South
16080	Bucoda	2.8 north of Wabash	65	Both
16097	Napavine	1.2 north of Napavine S	84	Both
16104	Winlock	5.7 north of Vader	41	Both
16111	Vader	Off Main 2	98	Both
16120	Castle Rock	2.3 south of MP 85	68	Both
16128	Rocky Point	Off Main 2	45	Both
16130	Kelso	Off Main 1	102	Both
16134	Longview Jct.	Off Main 1	187	Both
68104	Longview on Spur	1.5 from Longview Jct.	Yard	Both
16140	Kalama	Off Main 2	56	Both
16142	N. Pacific Grain Growers	1.5 south of Kalama	38	North
16155	Ridgefield	Off Main 2	94	Both
68152	Ampere on Spur	2.4 from Rye Jct.	20	North
68154	Rye on Spur	3.6 from Rye Jct.	57	Both

10. Grade Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Spokane Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		01870	71.5 0.0	SPOKANE	B	2MT CTC	46	1.0	
		01877	1.1	SUNSET JCT.	JX(2)			0.8	
		01878	1481.6	LATAH JCT.	J		37	3.4	
	11,537	12005	370.3	OVERLOOK				4.2	
	4,027	12008	367.1	SCRIBNER	X	CTC	47	2.0	
		12009	365.8	UP JCT.	J			0.5	
		63009	11.8	LAKESIDE JCT.	J			11.9	

Radio Channel No. 76 in service Spokane to UP Jct.

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

Radio Call-In
Spokane 52(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Phone Numbers—
(817) 234-1609, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 11.8	60 MPH	60 MPH.

Exception: to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 71.5/0.0 to MP 1481.1	25 MPH	25 MPH.
MP 1481.1 to MP 375.0	30 MPH	30 MPH.
MP 375.0 to MP 374.8	25 MPH	25 MPH.
MP 368.8 to MP 365.8	55 MPH	55 MPH.
MP 365.8 to MP 365.4/11.8	35 MPH	35 MPH.

1(C). Speed—Switches and Turnouts
Through crossover Scribner to Marshall ..... 25 MPH.

1(D). Speed—Other
On sidings at following locations:
` Overlook ..... 35 MPH.

Temperature Restrictions
Hot Weather—When the ambient temperature exceeds 90 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.
Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Spokane to Lakeside Jct..... 143 tons, Restriction B

3. Type of Operation
CTC—in effect:
MP 71.5 to MP 11.8

Two Main Tracks—in effect:
MP 71.5 to MP 1.1

Interlocking Not Indicated at Station—MP 0.7, Manual Interlocking.

4. General Code of Operating Rules Items
Rule 1.47—Duties of Crew Members, Supplemental Information—Passenger Trains Only—The Spokane Subdivision is a Crew Focus Zone for passenger trains only. When passing a signal which may require the train to stop at the next signal or pass the next signal at restricted speed, the engineer must make the following radio transmission to a designated member of their crew and receive an acknowledgement:

Train identification
(engine initials, engine number, and timetable direction)
Signal Name
Signal/control point location
Track designation if on multiple main tracks.

If acknowledgment is not received, the engineer must determine, at the next scheduled stop, why the message was not acknowledged. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction. If necessary, the designated crew member must take appropriate action to ensure the safety of the train including stopping all movement.

Example of Engineer's Transmission:
"AMTK 503 West approach signal East Sunset Jct., over."
Example of Conductors Transmission:
"AMTK 503 West approach signal East Sunset Jct., FOCUS, out."

Crew Focus Zone requirements continue to apply until the signal indication is more favorable than a signal that requires the train to be prepared to stop at, or pass the next signal at restricted speed. During a Crew Focus Zone condition, crew communication not related to train movement is prohibited.

If a transmission, including one from the train dispatcher, occurs during a Crew Focus Zone condition, the crew must request that the transmitter stand-by until the above information is communicated and acknowledged.

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

Rule 10.2—The following switches are not equipped with electric locks:
MP 0.24—Steam Plant Track

5. Trackside Warning Detectors (TWD)
A. Protecting bridge, tunnel or other structures
MP 371.5—DED, EWD—Recall Code 538
B. Other TWD Locations
MP 371.5—DED, WWD—Recall Code 538

6. FRA Excepted Track
WWP (Steam Plant Spur) off Main 2

7. Special Conditions
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.

Remote Control Operations—Signs located at MP 1.1, Spokane Subdivision and MP 65.08, Kootenai River Subdivision, designate the Remote Control Area at Yardley.

Train Inspections—A member of the inbound crew on a through train 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.

Test Mile Location
MP 0.0 to MP 1.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Spokane Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

Yard Line Segments

Line Segment	Limits
652	Spokane passenger tracks 5 & 6 and crossover to main track.

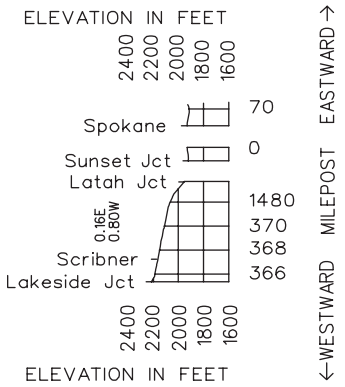
Road Line Segments

Line Segment	Limits
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
12010 Fish Lake	0.7 west of UP Jct.	Conn	East

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Stampede Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
8,000	13126	127.0 0.0	ELLENSBURG	BCP	CTC TWC	49	17.2	
8,200	13143	17.1	BRISTOL		CTC		7.7	
	13150	24.9	CLE ELUM		TWC		12.6	
	13163	38.1	EASTON	T	2MT CTC		8.4	
	13172	46.3	MARTIN		TWC		2.4	
	13175	49.0	STAMPEDE				11.0	
6,840	13185	59.7	LESTER	T	CTC		21.4	
	13206	81.3	PALMER JCT.	T	TWC		1.2	
9,300	13207	82.3	KANASKAT		CTC		5.9	
	13213	88.2	RAVENSDALE		TWC		14.4	
		102.6	STAMPEDE WYE				0.3	
		102.9	RAINIER	JTP	CTC		102.9	

Radio Channel No. 76 in service.

Radio Call-In		
Auburn - 62(X)	Cle Elm - 51(X)	Kanaskat - 52(X)
Stampede - 53(X)	Stampede Tunnel - 48(X)	Ellensburg - 80(X)
Easton - 61(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—
(817) 234-1607, Fax (817) 234-1608

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 102.9	49 MPH.

1(B). Speed—Permanent Restrictions

MP 127.0 to MP 1.3	35 MPH.
MP 1.3 to MP 10.9	45 MPH.
MP 10.9 to MP 12.8	25 MPH.
MP 12.8 to MP 14.3	35 MPH.
MP 14.3 to MP 18.8	45 MPH.
MP 18.8 to MP 30.1	49 MPH.
MP 30.1 to MP 31.4	40 MPH.
MP 31.4 to MP 36.9	49 MPH.
MP 36.9 to MP 39.3—Main 1	40 MPH.
MP 39.3 to MP 41.1—Main 1	20 MPH.
MP 36.9 to MP 38.0—Main 2	30 MPH.
MP 38.0 to MP 41.1—Main 2	20 MPH.
MP 39.3 to MP 57.6	20 MPH.
MP 57.6 to MP 63.7	35 MPH.
MP 63.7 to MP 67.3	30 MPH.
MP 67.3 to MP 70.7	25 MPH.
MP 70.7 to MP 84.9	35 MPH.
MP 84.9 to MP 95.6	40 MPH.
MP 95.6 to MP 98.4	35 MPH.
MP 98.4 to MP 101.0	30 MPH.
MP 101.0 to MP 101.8	25 MPH.
MP 101.8 to MP 102.9	20 MPH.

1(C). Speed—Switches and Turnouts

Speed switches and turnouts through dual control turnouts at the following locations:	
Ellensburg, Bristol, E. Easton, Lester, and Kanaskat	30 MPH.
Trains over 100 TOB	25 MPH.
W. Easton	20 MPH.
Stampede Wye	10 MPH.
Rainier	20 MPH.

1(D). Speed—Other

Sidings at Ellensburg, Bristol, Lester, and Kanaskat	30 MPH.
Trains 143 TOB and greater on descending grade	
Westward MP 47.0 to MP 59.0	15 MPH.

	Freight
Eastward MP 47.0 to MP 41.0	15 MPH.
MP 49 to MP 50, In Tunnel No. 4—Intermodal trains only	10 MPH.
Eastward intermodal trains passing over detector at MP 100.6	10 MPH.
All other tracks and sidings	10 MPH.

Item 1(A) of the System Special Instructions applies between West Switch Lester to Auburn and from Ellensburg to East Switch Easton.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Ellensburg to Rainier ..... 143 tons, Restriction B
Palmer Jct. to Veazey ..... 134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:
Ellensburg—Tracks 731 through 740 and 742.
Thorp—Back Track, track 741.
Cle Elum—Siding, track 768.

Loaded unit trains are not permitted on the following tracks:
Ellensburg—siding extension, track 742
Thorp—Back Track, track 741
Cle Elum—Siding, track 768
Ravensdale—Siding, track 3898
Covington—Siding, track 3998

Ravensdale may be used for unit trains while loading only.

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 1.8
MP 16.3 to MP 17.8
MP 36.9 to MP 41.1
MP 59.0 to MP 60.5
MP 81.9 to MP 83.8
MP 102.6 to MP 102.9

Multiple Main Tracks—in effect:
2 MT
MP 36.9 to MP 41.1

TWC—in effect:
MP 1.8 to MP 16.3
MP 17.8 to MP 36.9
MP 41.1 to MP 59.0
MP 60.5 to MP 81.9
MP 83.8 to MP 102.6

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.32.2(E) Power Off Indicators—in effect.

Rule 10.2—The following switches are not equipped with electric locks:
MP 0.0 ..... West House Track, Ellensburg
MP 37.2 ..... Main 2 East Wye, Easton
MP 37.5 ..... Main 2 West Wye, Easton
MP 38.1 ..... Main 2 East House Track, Easton
MP 38.5 ..... Main 2 West House Track, Easton
MP 59.1 ..... East Wye, Lester
MP 59.3 ..... West Wye, Lester
MP 59.6 ..... East House Track, Lester
MP 60.1 ..... West House Track, Lester
MP 82.0 ..... East House Track, Kanaskat
MP 82.6 ..... West House Track, Kanaskat

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels, or other structures
MP 43.5—DED—(WWD only)—Recall Code 618
MP 52.0—DED—(EWD only)—Recall Code 537
MP 100.6—(EWD only)—Recall Code 628

B. Other TWD locations
MP 9.2—DED/Exception Reporting
MP 13.9—DED/Exception Reporting
MP 20.5—Recall Code 518
MP 36.9—Recall Code 617
MP 43.5—DED—(EWD only)—Recall Code 618
MP 46.0—DED/Exception Reporting
MP 49.0—DED/Exception Reporting
MP 52.0—DED—(WWD only)—Recall Code 537
MP 56.4 - DED/Exception Reporting
MP 59.0—DED/Exception Reporting
MP 62.9—Recall Code 538
MP 66.8—DED/Exception Reporting
MP 71.6—DED/Exception Reporting
MP 77.9—DED/Exception Reporting
MP 81.4—DED/Exception Reporting
MP 86.0—DED/Exception Reporting
MP 91.5—Recall Code 528
MP 100.6—(WWD only)—Recall Code 628

At detector MP 100.6, crews on eastward trains will inspect and set out the oversize car in the event that a warning sounds. The oversize car will be set out on the house track at Kanaskat to be picked up by next available westward train. This information is to be given to the dispatcher upon setout.

6. FRA Excepted Track

Ellensburg Yard, all tracks greater than 30 feet from main siding
Cle Elum Yard, except siding
Palmer Jct. to Veazey—MP 0.6 to MP 6.9

7. Special Conditions

Auburn and Ellensburg—On the sidings at Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7, and Auburn (R Street MP 101.5 and M Street MP 101.9), trains must stop at signs and ensure lights are flashing a minimum of 20 seconds and gates fully lowered before proceeding over the crossings.

Bullfrog— During normal business hours, 0600-1900 and/or whenever the crossing gate is open, stop back of the crossing to allow access in the event of an emergency at the facility.

Easton—Track 3202, the stub track, is used for snow plow storage and otherwise out of service. Call the Roadmaster at 206-628-6880 for access to the track.

Stop short of and do not block the crossing at Cabin Creek Rd. MP 37.95. Keep the crossing clear for emergency vehicles at all times.

Palmer Jct.—Track 3631, the west leg of the wye to the Veazey Spur, MP 1.8 to MP 6.2, is not in service for train movement without a prior track inspection. For access, the Tacoma Terminal will call the Roadmaster at 206-625-6880 at least 24 hours prior to the planned movement to confirm an inspection and a delivery time.

Kanaskat—A portable derail is kept in the Trainmen's Shack and is required to be installed on the siding at the west end of any cars left on the siding. Any questions call the Roadmaster at (206) 625-6880.

Mountain Grade Special Conditions

Between Easton and Lester—Trains handling cars exceeding Plate E are not permitted except trains handling doublestack equipment may operate if equipment is bare table or with containers in bottom well only. Containers are restricted to single level loading only. Trains handling loaded TOFC cars must not exceed 10 MPH through Tunnel 4 between MP 49.0 and MP 50.0.

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2, and between Martin and Easton—ruling grade descending east 2.2.

The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 41.0 to MP 58.5.

Train Length/Coupler Capacity Limitation Without Helpers—
Doublestack equipment and Boeing cars will be considered to be equipped with Grade E equipment for the purpose of coupler capacity limitations. All other car types will be considered Grade C equipment in the application of the following instructions.
If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the last character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.

Grade C Equipment - 5,740 tons
All Grade E Equipment or Mixed Grade C and E - 7,200 tons (All Grade C equipment must be placed so that is has no more than 5,740 trailing tons.)

Survivair SCBA System—Employees in train operations must have received training on the operation of the Survivair SCBA System prior to operating/working trains through the Stampede Tunnel. Transportation employees are required to recertify every 12 months. The Survivair SCBA management system will provide the employee with a notification up to 30 days in advance while using the system. It is the employee's responsibility to maintain certification. Employees not certified are considered not qualified for this territory. Employees must contact their supervisor for recertification.
Survivair SCBA Equipment must be checked out by qualified crew members of trains running through the Stampede Tunnel, at check out locations at Balmer Yard, Tacoma or Ellensburg before leaving, and must be immediately accessible while in the Stampede Tunnel. These units must be checked in on arrival at Balmer Yard, Tacoma and Ellensburg upon completion of a tour of duty.

Respirator Qualified crew members assigned to jobs K-EASEAS1 and K-EASEAS2 working coal or grain shuttles and in possession of the air purifying respirators approved for these jobs, are not required to carry an SCBA unit.

Stampede Tunnel Emergency Action Plan

1. Consider hazardous material involvement in each situation before any action taken.
2. Consider direction of train and tunnel air movements.
3. If a train incident occurs requiring crew members to leave the locomotive cab to inspect their train, crew members must put on SCBA unit before investigating the problem(s). Hood must be worn with air activated if a crew member experiences breathing discomfort.
4. If an emergency condition exists, such as a release of hazardous material, use of Survivair SCBA is required.
5. If distance or situation warrants, walk out if necessary. Replacement air cylinders are located in each bay.

Stampede Tunnel—All bays are 9' wide x 7.5' deep.

Chart A				
Location	Phones, Air Hose, Wrench & Knuckles Type E & F	SCBA Emergency Replacement Cylinders	Side of Tunnel	Distance Between Bays in Feet
Easton Station	X			
East Portal				0
Bay 1		XXXXX	South	2,580
Bay 2		XXXXX	North	2,630
Bay 3		XXXXX	South	4,780
Bay 4		XXXXX	North	4,965
Bay 5		XXXXX	South	7,325
Bay 6		XXXXX	North	7,440
West Portal				9,832
Lester Station	X			

The conductor will make a report to the Train Dispatcher, Mechanical Foreman, Trainmaster and Road Foreman of any material used, and from where it was taken.

Chart B	
Event	Action
I. Undesired Emergency Air Brake Application, Break-in-two or Derailment	If any hazardous material is within tunnel, use breathing equipment immediately. After PCS (power cutoff switch) has reset on the lead locomotive, if air does not begin to restore within two minutes, observe the following: 1. If there is reasonable suspicion that a derailment has occurred, cut off locomotives if possible, if not, walk-exit the tunnel. Obtain supplemental breathing equipment as needed. 2. Use breathing equipment, evaluate, secure, and/or repair if possible. Obtain supplemental breathing equipment as needed.
II. Fire (Obvious)	1. Advise dispatcher and use breathing equipment. 2. Cut off power, leave train angle cock open, exit tunnel. 3. Do not return to tunnel.
III. Engine(s) derailed	1. Advise dispatcher and use breathing equipment. 2. Shut down and secure derailed and all trailing locomotive units. If lead locomotive is not derailed, cut off for exit. 3. Exit tunnel using lead locomotive, or if lead is derailed, walk out of tunnel.
Helper engines in train	1. Advise dispatcher. 2. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.

Minimum Dynamic Brake Requirements—Before descending grades described in the chart, it must be known that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined, train must not proceed. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Minimum Dynamic Brake Requirements for Freight Trains
Westward, MP 47.0 to MP 59.0
Eastward, MP 47.0 to MP 41.0

On the descending grade locations stated above, total brake pipe reduction to control speed should never exceed 15. If total brake pipe reduction exceeds this value as outlined, train must be stopped immediately.

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

Loaded Shuttle Grain Trains with a "Section" number of "9" may operate on 2.2 percent descending grades (MP 47.0 to MP 59.0 Westward or MP 47.0 to MP 41.0 Eastward) with a minimum of 32 rated dynamic brake axles.

Train Inspections—A member of the inbound crew on a through train 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.

Handling Double Stack Equipment— Trains handling double stack equipment must have the containers in the bottom wells only. Containers are restricted to single level loading only.

Walkway Removed from the Following Bridges
MP 58.4
MP 58.9
MP 60.5
MP 67.7

Tunnel Locations

Tunnel No.	Milepost
3	46.6
4	49.5

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:
All auxiliary tracks.

Test Mile Locations
MP 8 to MP 9
MP 101 to MP 102

Long and Short Miles—MP 28 to MP 29 is 2,473 feet.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Stampede Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 0.0 to MP 4.1
MP 6.1—Bridge
MP 10.0—Bridge
MP 19.0—Bridge
MP 32.6 to MP 34.5
MP 48.5—Bridge
MP 56.3—Bridge
MP 58.3—Bridge
MP 60.5
MP 64.9 to MP 67.6
MP 72.0 to MP 78.0
MP 81.5—Bridge
MP 98.7
MP 100.2—Bridge

8. Line Segments

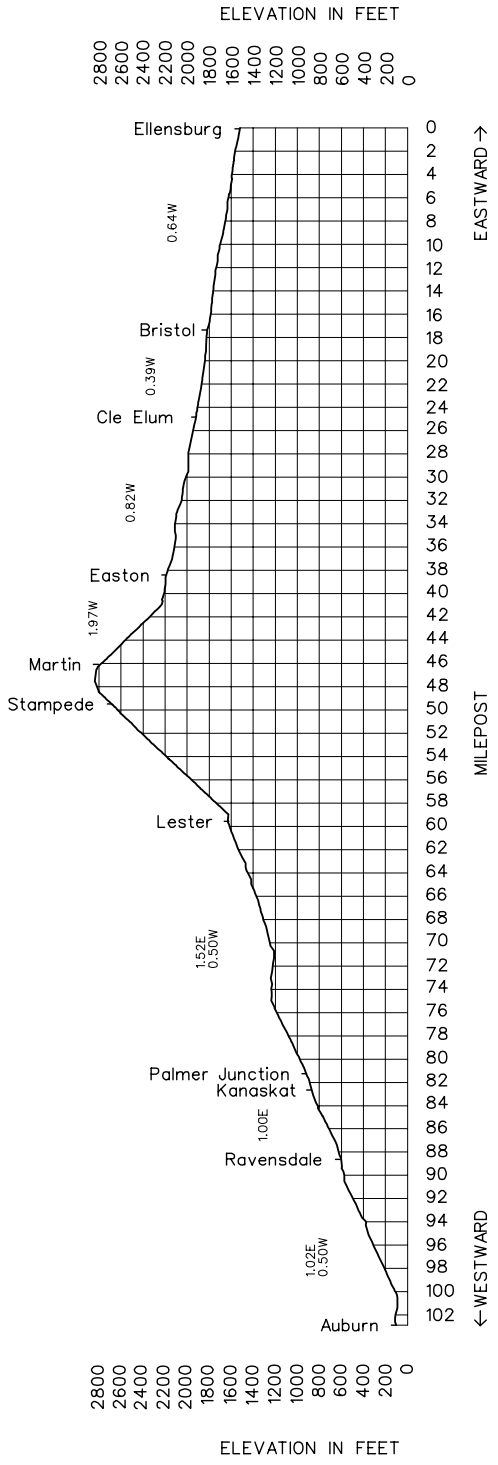
Road Line Segments

Line Segment	Limits	Mileposts
49	Ellensburg to Rainier	MP 0.0 to MP 102.9
411	Palmer Jct. to Veazey	MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
13133 Thorp	7.6 west of Ellensburg	22	East
13154 Bullfrog	4.1 west of Cle Elum	30	Both
13220 Covington	6.9 west of Ravensdale	113	Both
13228 East Auburn	14.3 west of Ravensdale	87	Both

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sumas Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		66089	127.2	SUMAS	B	Rule 6.28	403	6.4	
		66083	120.8	NOOKSACK		TWC		9.4	
		66073	111.4	DEMING				7.9	
		66065	103.5	ACME				9.4	
		66054	94.1	THORNWOOD				7.3	
		66305	86.8 21.3	SEDRO WOOLLEY				4.7	
		15042	16.6	BURLINGTON	J		409	45.1	

Radio Channel No. 76 in service.

Radio Channel No. 60 in service at Sumas.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—
(817) 234-1607, Fax (817) 234-1608

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 127.2 to MP 16.6	40 MPH.

1(B). Speed—Permanent Restrictions

Sumas to Lynden	10 MPH.
MP 127.2 to MP 123.9	10 MPH.
MP 110.0 to MP 109.9, Loaded Unit Trains over bridge	10 MPH.
MP 123.9 to MP 97.0	25 MPH.
MP 88.0 to MP 87.0	20 MPH.
MP 87.0 to MP 20.8	10 MPH.
MP 20.8 to MP 16.7	20 MPH.
MP 16.7 to MP 16.6	10 MPH.

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

1(D). Speed—Other
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

Sumas to MP 2.0	143 tons, Restriction E
MP 2.0 to Lynden	131.5 tons, Restriction H
Sumas to Lawrence	143 tons, Restriction E
Lawrence to Sedro Woolley	134 tons, Restriction G
Sedro Woolley to Burlington	134 tons, Restriction G

No more than one locomotive is permitted between Hampton, MP 5.5, and Lynden, MP 11.3.

Bridge 110—Cars under 38 feet long weighing between 88.5 tons and 110 tons and cars under 44 feet long weighing between 110 tons and 131.5 tons must be separated from each other by a car weighing less than 88.5 tons.

Six-axle locomotives and six-axle derricks are not permitted.

Sedro Woolley—Goodyear Nelson Hardware Lumber Co. Track—Locomotives not permitted beyond switch.

3. Type of Operation
TWC—in effect:
MP 124.0 to MP 16.6

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—Rule 6.28 is in effect on the Lynden Spur, MP 0.0 to MP 11.3, and in Sumas from MP 127.2 to MP 124.0.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 108.6—DED
MP 88.4—DED
MP 20.9—DED

6. FRA Excepted Track
Sumas to Lynden—MP 1.0 to MP 11.3, all tracks
Sedro Woolley—yard tracks

7. Special Conditions
Sedro Woolley—No release of the automatic brakes should be attempted with the train stretched and moving through the 14-degree curve.

After stopping, release the automatic brakes and bunch the slack at the same time that the release is taking place.

After the release and when the slack is bunched, control forward speed with light independent brake applications, using the automatic brakes if necessary, keeping the train bunched with the independent brake to hold the speed to 10 MPH until the train is off the 14-degree curve.

Ferry Street crossing in Sedro Woolley, MP 86.71, DOT number 085095V is a stop and protect crossing.

Trains will stop at stop signs and confirm that the crossing is activated and then proceed according to Rule 6.32.

Lynden—Refer to the instructions in the Play Book

Locations Approved for Gravity Switch Movements—
Lynden

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

Sumas	IKO Industries	Track 7118	Loading dock
	Desticon	Track 7103	Loading dock
Lynden	Darigold	Track 7210	Loading dock

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 111.0 to MP 110.0
MP 104.5 to MP 103.8
MP 98.0—Bridge
MP 96.8 to MP 86.0

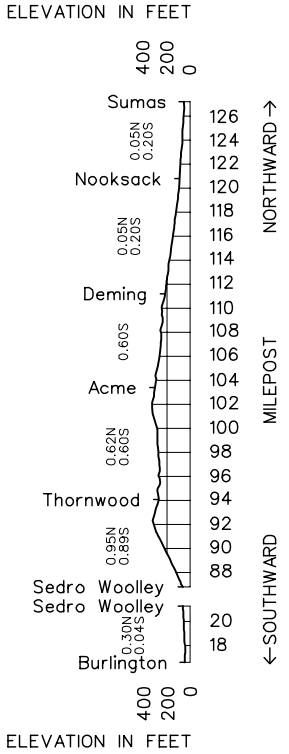
8. Line Segments
Road Line Segments

Line Segment	Limits	Mileposts
614	Hampton—Lynden	MP 5.5 to MP 11.3
399	Sumas—Hampton	MP 0.0 to MP 5.5
403	Sumas—Sedro Woolley	MP 127.2 to MP 86.8
403	Sedro Woolley	MP 86.8 to MP 85.8
409	Sedro Woolley—Burlington	MP 21.3 to MP 16.6

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
66410 Lynden (on Spur)	11.3 west of Sumas	Yard	East
66405 Hampton (on Spur)	5.5 west of Sumas	Yard	East
66077 Lawrence	4.2 north of Deming	6	South
66060 Wickersham	4.9 south of Acme	Conn.	South

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Woodinville Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		02159	1.2	SNOHOMISH JCT. WEST	JT	Rule 6.28	403	1.2	
		65601	37.0	BROMART				7.4	
		65608	29.9	MALTBY To WOODINVILLE 5.5		TWC			
			0.1X	WOODINVILLE		TWC	404	18.3	
		65819	7.0X	REDMOND					
		65614	23.9	To MALTBY 5.5 WOODINVILLE	TU	TWC	405	7.1	
		65622	17.0	KIRKLAND				4.4	
		65626	12.7	BELLEVUE				0.8	
		65627	12.0	WILBURTON				7.3	
		65634	4.3	SCOPA		Rule 6.28		2.1	
		65637	2.2 12.0Z	RENTON			410	2.2	
		16004	9.5Z	RENTON JCT	J			50.8	

Radio Channel No. 87 in service Renton Jct. to Kirkland.

Radio Channel No. 60 in service between Maltby and Kirkland and between Bromart and Redmond.

Radio Call-In
Renton - 41(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Telephone Number—
0500—2100, (817) 867-7075, Fax (817) 234-1624
2100—0500, (817) 867-7086, Fax (817) 234-1622

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 37.0 to MP 9.5Z	10 MPH.
MP 0.1X to MP 0.4X	10 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.2	10 MPH.
MP 2.2 to MP 10.6	10 MPH.
MP 11.5 to MP 11.7	10 MPH.
MP 11.7 to MP 12.9	25 MPH.
MP 14.3 to MP 17.7	25 MPH.
MP 18.8 to MP 19.7	25 MPH.
MP 19.7 to MP 19.8	10 MPH.
MP 19.8 to MP 22.4	25 MPH.
MP 1.7X to MP 7.3X	10 MPH.
MP 23.7 to MP 25.2	10 MPH.
MP 37.0 to MP 37.6	10 MPH.
MP 9.5Z to MP 12.4Z	10 MPH.

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

1(D). Speed—Other

On sidings	10 MPH.
MP 19.7 to MP 19.8, over 124th Street and 124th Avenue crossings (HER)	10 MPH.
Bridge 11.5Z, cars heaver than 134 tons	10 MPH.
Bridge 9.1, cars heaver than 134 tons	10 MPH.
Bridge 11.5, cars heaver than 134 tons	10 MPH.
Bridge 23.9, cars heaver than 134 tons	10 MPH.
Bridge 24.51, cars heaver than 134 tons	10 MPH.
Bridge 34.3, cars over 134 tons	10 MPH.
Bridge 38 between Snohomish Jct. West and Snohomish:	
Six-axle locomotives heavier than 175 tons	10 MPH.

	Freight
At Renton on Boeing Spur over Conlon Crossing (HER)	5 MPH.

Item 1(A) of the System Special Instructions applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart).

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Snohomish Jct. West to Woodinville ..... 143 tons, Restriction D
Bromart to Snohomish..... 134 tons, Restriction G
Woodinville to Renton Jct. ..... 134 tons, Restriction D
Woodinville to Issaquah Line:
Woodinville to MP 7.3X ..... 134 tons, Restriction G

Bridge 38 between Bromart and Snohomish—Six-axle derricks not permitted.

3. Type of Operation
TWC—in effect:
MP 37.0 to MP 11.4
MP 0.1X to MP 7.3X

4. General Code of Operating Rules Items
Rule 6.16—Stop signs protecting the railroad crossing at Woodinville on the Renton to Snohomish Jct. West main track have been removed. Stop signs protecting the railroad crossing at Woodinville on the Woodinville to Redmond main track will remain in place.

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

Rule 6.28—Rule 6.28 is in effect from Snohomish Jct. West to Bromart, MP 1.2 to MP 37.0, and from Wilburton to Renton Jct., MP 10.6 to MP 9.5Z.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
Black River Passing Track (4302)
Earlington Park
Bellevue Yard excluding tracks 5098 and 5097
Woodinville to Redmond MP 1.8X to MP 7.3X

7. Special Conditions
Bellevue—Do not leave cars between main track and gate at Safeway spur account descending track.

No switching is permitted on or across N.E. 8th between the hours of 0700 to 0900 and 1600 to 1800 except on Sundays and legal holidays.

Wilburton Bridge—Walkway out of service—MP 11.57 to MP 11.7.

Renton—The use of fusees within the fenced limits of the Renton Boeing Plant is prohibited.

Locations Approved for Gravity Switch Movements
K&M Meats—Renton
Air Products—Renton
Safeway—Bellevue
Western Kraft—Bellevue
GTS/Coors—Kirkland
Boise Cascade—Maltby

Train Inspections—A member of the inbound crew on a through train 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.

Derails—The 2 derails located between Airport Road Crossing and Snohomish Jct. West, may be left in the off position unless protecting cars, engines or equipment.

Derails at Snohomish Jct. West may be left in off position unless protecting cars, engines, or equipment.

Highway Grade Crossing Warning Systems—Each train must stop before entering the following crossings and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re board the locomotive before the remainder of the train proceeds through the crossing.
MP 13.1—Bellevue 128th Street
MP 0.1X to MP 7.0X—All crossings with automatic warning systems.

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:
All auxiliary tracks.
Bellevue Safeway Warehouse Doors 1 and 2

Test Mile Locations
MP 6.0 to MP 7.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Woodinville Subdivision.

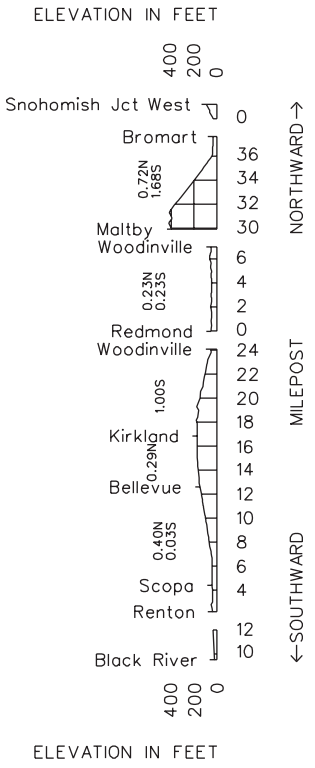
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 2.0 to MP 2.2
MP 21.0 to MP 23.5
MP 32.0 to MP 38.2

8. Line Segments
Road Line Segments
Line Segment Limits
403 ..... Snohomish—Woodinville
408 ..... Snohomish Jct. West to Bromart
404 ..... Redmond to Woodinville
405 ..... Woodinville to Renton
410 ..... Renton to Renton Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02158 Snohomish on Spur	1.1 from Bromart	45	Both
Spectrum Glass Spur	2.0 north of Woodinville	8	North
65805 Douglas Palmer on Spur	5.3 north of Woodinville	14	North
65807 Redmond on Spur	6.5 north of Woodinville	10	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Yakima Valley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	12146	229.7 1.9	SP&S JCT.	JM	TWC	48	0.9	
	13004	2.8	KENNEWICK To North Richland 18.7	JP			4.5	
7,800	13007	7.3	VISTA				9.5	
	13017	16.8	BADGER				6.8	
8,330	13024	23.6	KIONA		CTC		10.8	
	13034	34.4	GIBBON	JT	TWC		5.6	
	13040	40.0	PROSSER	BP			5.5	
7,650	13046	45.5	BYRON		CTC		6.5	
	13052	52.0	MABTON		TWC		8.4	
	13060	60.4	SATUS				10.5	
7,850	13070	70.9	TOPPENISH	J	CTC		7.4	
	13078	78.3	WAPATO		TWC		4.4	
	13082	82.7	PARKER				7.3	
	13089	90.0	YAKIMA	BTUJ CP			3.8	
	13093	93.8	SELAH				3.4	
7,650	13096	97.2	POMONA		CTC		13.2	
	13109	110.4	WYMER		TWC		11.4	
	13121	121.8	THRALL				4.4	
9,900	13126	127.0 0.0	ELLENSBURG	CBP			124.5	

Radio Channel No. 76 in service.

Yakima Yard Channel No. 66 in service.

Maintenance of Way Channel No. 62 in service.

Radio Call-In		
Pasco - 46(X)	Selah Butte - 47(X)	
Prosser - 58(X)	Yakima - 23(X)	Ellensburg - 80(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—
(817) 867-7071, Fax (817) 234-1620

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 1.9 to MP 127.0	49 MPH.

1(B). Speed—Permanent Restrictions

	Freight
MP 1.9 to MP 4.3	35 MPH.
MP 21.9 to MP 22.7	40 MPH.
MP 22.7 to MP 27.7	45 MPH.
MP 27.7 to MP 27.9	40 MPH.
MP 27.9 to MP 32.1	45 MPH.
MP 32.1 to MP 32.9	30 MPH.
MP 32.9 to MP 36.0	45 MPH.
MP 39.2 to MP 41.7	45 MPH.
MP 87.4 to MP 88.0	35 MPH.
MP 88.0 to MP 91.0, HER	25 MPH.
MP 91.0 to MP 92.1	35 MPH.
MP 92.1 to MP 96.3	40 MPH.
MP 96.3 to MP 97.0	35 MPH.
MP 97.0 to MP 99.6	45 MPH.
MP 99.6 to MP 102.3	35 MPH.
MP 102.3 to MP 104.4	25 MPH.
MP 104.4 to MP 105.6	30 MPH.
MP 105.6 to MP 110.8	35 MPH.
MP 110.8 to MP 112.2	30 MPH.
MP 112.2 to MP 115.3	35 MPH.
MP 115.3 to MP 120.2	30 MPH.
MP 120.2 to MP 121.1	35 MPH.

1(C). Speed—Switches and Turnouts
Through dual control turnouts at the following locations:
Kiona, Byron, Toppenish, Pomona & Ellensburg ..... 30 MPH.
Trains over 100 TOB ..... 25 MPH.

1(D). Speed—Other
On sidings at the following locations:
Kiona, Byron, Toppenish, Pomona, & Ellensburg ..... 30 MPH.
Westward intermodal trains over detector at MP 124.2 ..... 10 MPH.
Item 1(A) of the System Special Instructions applies.

Temperature Restrictions
Hot Weather—When the ambient temperature exceeds 95 degrees Fahrenheit, all train speeds must be reduced 10 MPH below the maximum posted speed, but in no case below 10 MPH.
Cold Weather—See Item 33 of the System Special Instructions.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
SP&S Jct. to Ellensburg ..... 143 tons, Restriction B

3. Type of Operation
TWC—in effect:
MP 1.9 to MP 22.2
MP 24.0 to MP 44.2
MP 45.8 to MP 72.2
MP 73.8 to MP 97.4
MP 99.1 to MP 127.0/MP 0.0

CTC—in effect:
MP 22.2 to MP 24.0
MP 44.2 to MP 45.8
MP 72.2 to MP 73.8
MP 97.4 to MP 99.1
MP 127/0.0 to MP 1.8 (Stampede Subdivision)

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles between SP&S Jct. and Ellensburg.

Rule 10.2—The following switches are not equipped with electric locks:
MP 97.5 ..... East switch, Pomona

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures
MP 124.2—WWD only—Recall Code 598
B. Other TWD locations
MP 19.5—Recall Code 588
MP 30.9—Slide fence detector MP 30.9 to MP 31.0
MP 35.9—Slide fence detector MP 35.9 to MP 36.0
MP 49.6—Recall Code 238
MP 79.8—Recall Code 498
MP 94.8—Recall Code 478
MP 101.2—DED/Exception Reporting
MP 106.5—DED/Exception Reporting
MP 106.5—Slide fence detector MP 106.5 to MP 107.3
MP 110.2—DED/Exception Reporting
MP 116.4—DED/Exception Reporting
MP 124.2—EWD only—Recall Code 598

6. FRA Excepted Track

All yard tracks—

Kennewick: All tracks greater than 30 feet from main exceptTracks 1058, 1035, and those portions of tracks 1043, 1056 and 1028 located within 30 feet of main.

Gibbon: All tracks greater than 30 feet from main except Tracks 2541, 2542, 2544 and those portions of track 2545 located within 30 feet of main.

Prosser: All tracks greater than 30 feet from main except tracks 2551,2558 and those portions of tracks 2557, 2580, 2556 located within 30 feet of main.

Mabton: All tracks greater than 30 feet from main except Tracks 2588, 9956 and those portions of track 2582 located within 30 feet of main.

Toppenish: All tracks greater than 30 feet from main except Tracks 9983, 2697, 2620, 2698 and those portions of tracks 2624, 2610 and 2615 located within 30 feet of main.

Yakima: including all UP tracks and tracks greater than 30 feet from main track, except tracks 101 and Hi Line Track 113.

Pomona: except track 701.

Wymer: except siding track 710.

Thrall: all tracks 30 feet from the main track.

Ellensburg: all tracks greater than 30 feet from main and siding.

7. Special Conditions

Between SP&S Jct. and Ellensburg—Westward trains departing Pasco must notify the dispatcher of their departure time from Pasco prior to passing Vista and they must have an authority track warrant for movement beyond SP&S Jct. prior to departure.

Kennewick—All trains destined Pasco will contact the Pasco control operator on channel 89 for permission to enter Pasco and determine yard track destination prior to departing MP 3.2 (Fruitland Street, Kennewick).

Access to UPRR operation to Richland Jct. and Hanford Rail System will be track 1043 via track 1058 at West Kennewick.

Gibbon—Trains picking up or setting out must not block crossings. The east crossing is Hanson Road located at MP 33.67, 900 feet west of east switch for Track 2541. The west crossing is a private crossing located at MP 35.53, 900 feet west of west switch of Track 2541. The distance between Hanson Road and the Granger Sub Jct. switch is 5,750 feet. The total distance between the two crossings is 9,650 feet. When setting out B/O cars, spot car to jacking pads located at east end of Track 2543.

Mabton—When setting out B/O cars, spot cars to jacking pads located at east end of track.

Toppenish—Interchange with the Central Washington Railroad (CWA) will be on the track immediately west of the derail and will deliver inventory to Track 2626.

When switching at former U&I sugar plant, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave., account crossing signals are continuously activated.

Between Parker and Selah—Westward trains at MP 84 between Parker and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Eastward trains at MP 93 between Selah and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Westward trains passing sign at MP 84 and Eastward trains passing sign at MP 93 will turn their radio to Channel 19 and broadcast their train approaching Yakima by stating, for example, "BNSF 4435 West passing Union Gap, over" for Westward movement or "BNSF 4910 East passing Selah Gap, over" for Eastward movement. Crew will wait for a response from the Yakima Emergency Services Command Center who will state "Yakima Command Center received, out". If no acknowledgment from Command Center is received, crew member will repeat the broadcast and state "out" and return their radio to main line radio channel 76. At all times, a minimum of one radio will remain on the main line channel.

Yakima—Track 101 East End, the normal position for the switch is lined and locked for Track 101 and the sand track switch Track 156 must be lined and locked for Track 156 as this track is used as the East derail for the East Yard. When not in use, the switch at Steiners Track 155 must be lined and locked for the Sand Track 156. When switching industries off the Hi Line Track 113, stop and wait for signals to activate before occupying the crossings.

Cars must not be left between the main track switch at Hanson Fruit Track 154 and the Hass private crossing on Hanson Fruit Track 153 as cars will not clear the Washington Street circuit and will shorten the visual approach for the main track at Washington Street.

Between Pomona and Thrall—Watch for falling rocks between MP 99.0 and MP 120.0.

At Pomona, when setting out bad order cars, spot to dock track 706.

Wymer—Track 718 - Wymer Siding, when empty grain cars are stored for refilling by the grain shuttle, they will be placed on the east end of the siding. When empty grain trains at Wymer, remaining cars will be pulled to the east end of the siding and properly secured with handbrakes applied on the east end of the track.

Train Inspections—A member of the inbound crew on a through train 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.

Mechanical Setout Locations—The following locations have been designated Mechanical setout locations because of their accessibility to Mechanical Department repair vehicles:

Gibbon	At Jacking Pad
Mabton	At Jacking Pad
Pomona	At Jacking Pad
Ellensburg	Track 735—Dock Track at jacking pad.

Highway Grade Crossing Warning Systems—Each train must stop before entering the following crossings and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re board the locomotive before the remainder of the train proceeds through the crossing.

MP 72.3, McDonald Road on Tracks 2697 and 2698
MP 71.39, Buena Way on Track 2697
MP 71.02, Toppenish Avenue on Track 2697
MP 70.81, East 2nd Avenue on Track 2697
MP 88.22, Mead Avenue on Tracks 101, 102, 103, 104 & 105

Slide Fence Indicators—System Special Instructions Item 8(K) Slide Detectors applies at the slide fences located at MP 30.9, MP 35.9 and MP 106.5 are equipped with radio readout equipment. At these locations, trains will activate a radio response when passing a sign reading "Approaching Slide Fence Detector." If a message stating "NO DEFECTS" is received, trains may proceed at the prescribed speed.

High Load Detector—A high load/dragging equipment detector is located at MP 124.2. When a defect is detected, a radio broadcast message will identify the high wide and/or defect equipment by axle count after the entire train has passed the circuit. It will be the responsibility of the inbound crew to inspect and set out the oversize and/or defective car unless that crew is relieved of that responsibility by the dispatcher. If the dispatcher relieves the inbound crew of that responsibility, the dispatcher assumes the responsibility to arrange for the inspection and set out of the oversize and/or defective car.

Close Clearance Locations—Do not ride the side of equipment at the following locations due to close clearance:

Prosser	Track 2555	Loading dock
Wapato	Track 2760	Dock
Union Gap	Track 173	Dock & building
Yakima	Track 201	Dock
	Track 202	Dock
	Track 220	Dock & building
	Track 223	Gate
	Track 230	Dock
Selah	Track 605	Gate
Ellensburg	Track 735	Dock

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Yakima	Tracks 108—109
Ellensburg	Tracks 736—737

Test Mile Locations
MP 13.0 to MP 14.0
MP 80.0 to MP 81.0

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Yakima Valley Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 3.0—Bridge
MP 59.0 to MP 60.0
MP 65.0—Bridge
MP 76.0—Bridge
MP 84.0—Bridge
MP 85.0—Bridge
MP 86.0 to MP 86.19
MP 90.0 to MP 91.1
MP 96.0 to MP 98.0
MP 99.0 to MP 120.0
MP 121.0—Bridge
MP 123.0—Bridges
MP 125.1—Bridge

8. Line Segments

Yard Line Segments

Line Segment	Limits
642	Yakima Yard

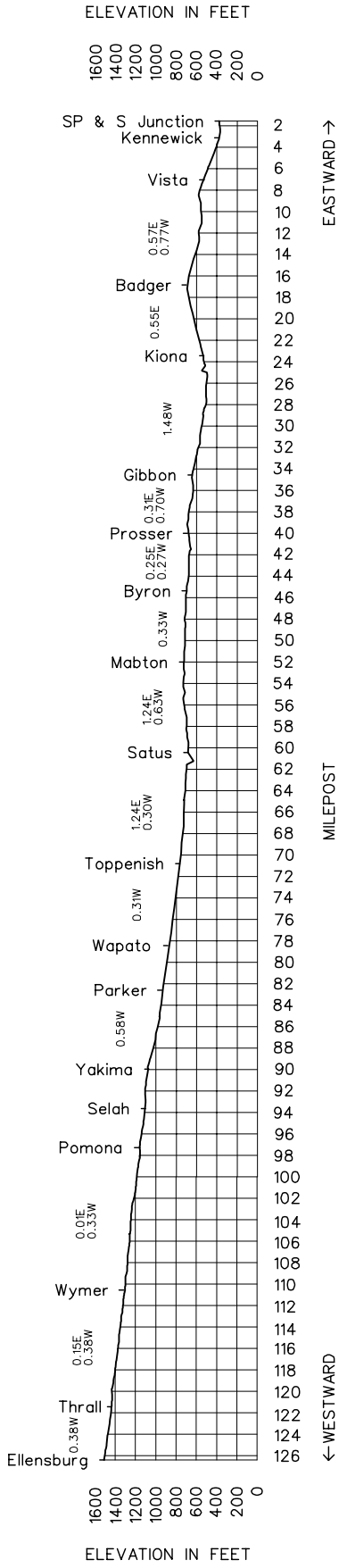
Road Line Segments

Line Segment	Limits
48	SP&S Jct. to Ellensburg

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
64908	Richland Jct	6.0 west of Kennewick		Both
64918	Richland	8.0 west of Kennewick	Yard	Both

10. Grade Chart



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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

TERMSDXO

T - Trains
E - Engines
R - Railroad cars
M - Men & equipment fouling track
S - Stop signal
D - Derail or switch lined improperly
X - Crossings at grade
O - Other crew movements

Remember "TERMSDXO" when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds