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

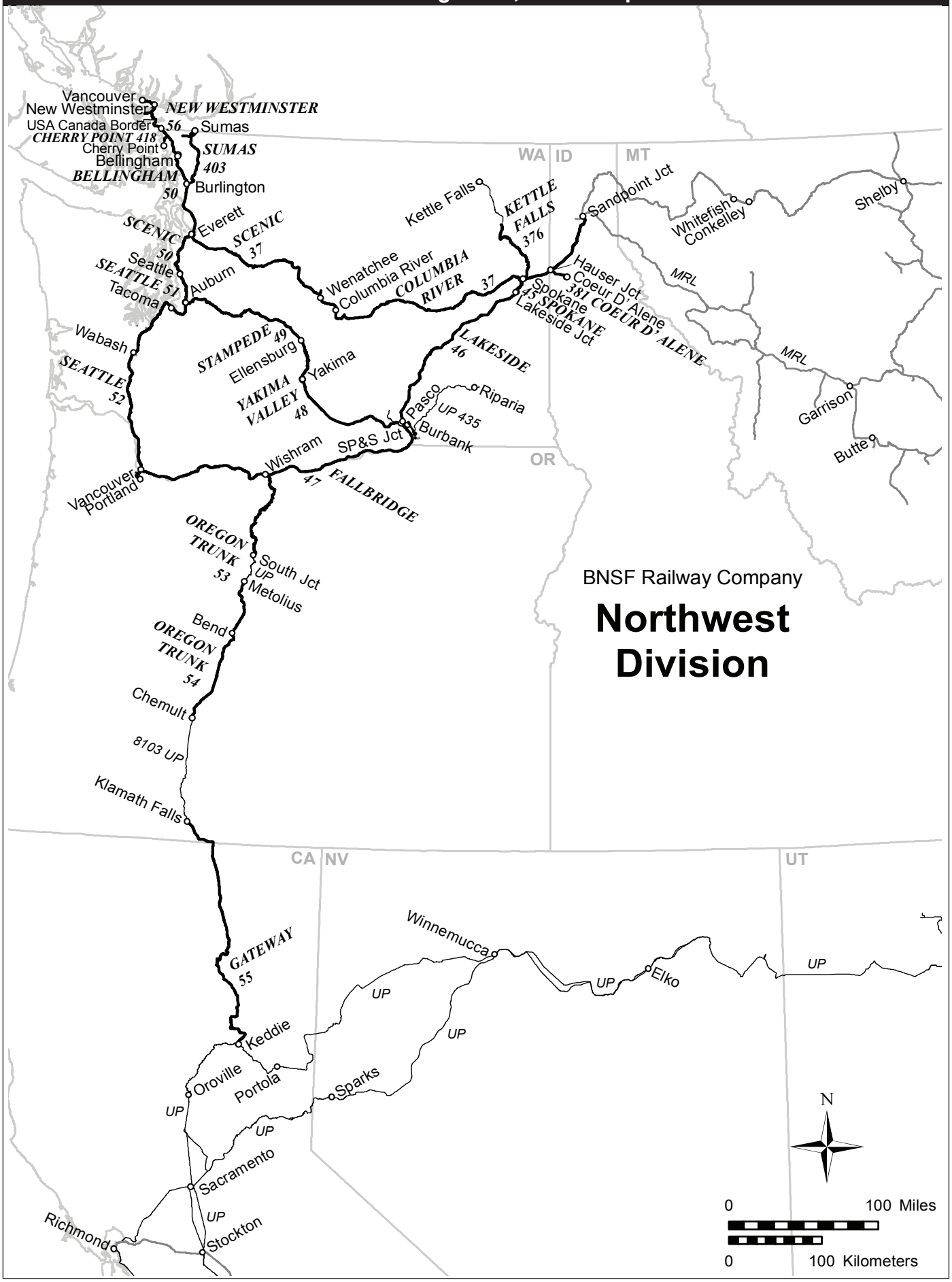
Northwest Division

Timetable No. 5

In Effect at 0800
Pacific Continental Time
Wednesday, August 31, 2011

Division General Manager
Robert A. Johnson
Seattle, WA
(206) 625-6333

General Director Transportation
Robert D. Stender
Seattle, WA
(206) 625-6266


Vancouver
New Westminster
NEW WESTMINSTER
USA Canada Border
56
Sumas
CHERRY POINT 418
Cherry Point
SUMAS
403
Bellingham
BELLINGHAM
50
Burlington
WA
ID
MT
Everett
SCENIC
50
SCENIC
37
Kettle Falls
KETTLE
FALLS
376
Sandpoint Jct
Whitefish
Conkelley
Shelby
Seattle
SEATTLE 51
Auburn
Tacoma
Wenatchee
Columbia River
COLUMBIA
RIVER
37
Hauser Jct
Coeur D'Alene
381 COEUR D' ALENE
45 SPOKANE
Spokane
Lakeside Jct
MRL
Wabash
STAMPEDE 49
Ellensburg
Yakima
LAKESIDE
46
SEATTLE
52
YAKIMA
VALLEY
48
Pasco
Riparia
UP 435
Burbank
SP&S Jct
Wishram
OR
Vancouver
Portland
47
FALLBRIDGE
OREGON
TRUNK
53
South Jct
UP
Metolius
Bend
OREGON
TRUNK
54
Chemult
8103 UP
Klamath Falls
CA
NV
UT
GATEWAY
55
Winnemucca
UP
Elko
Keddie
Oroville
Portola
Sparks
Sacramento
Richmond
Stockton
BNSF Railway Company
Northwest
Division
N
0
100 Miles
0
100 Kilometers

Division Managers

Bellingham, WA

R.C. Owen	Roadmaster	(360) 922-1401

Bend, OR

R.W. Rausch	Signal Supervisor	(541) 385-7516
S.E. Schon	Roadmaster	(541) 385-7539
E.O. Smith	Divn. Trainmaster	(541) 385-7530

Bingen, WA

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

Burlington, WA

M.C. Weber	Division Trainmaster	(785) 724-1800

Centralia, WA

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

Everett, WA

R.A. Barnet	Terminal Trainmaster	(425) 304-6635
B. T. Bell	Terminal Trainmaster	(425) 304-6635
T.L. Coulman	Mechanical Foreman	(425) 304-6618
S.A. Gordon	Asst. Term. Superintendent	(425) 304-6646
B.J. Hartmann	Mechanical Foreman	(425) 304-6682
E.S. Hawkins	Terminal Trainmaster	(425) 304-6635
T.D. Lamie	Roadmaster	(425) 304-6690
P.B. McKee	Terminal Trainmaster	(425) 304-6635
J.R. Moore	Signal Supervisor	(425) 304-6687
W.J. Nagel	Terminal Trainmaster	(425) 304-6635
T.L. Nies	Division Trainmaster	(425) 304-6699
R. Spisak	Mechanical Foreman	(425) 304-6533
J.A. Swanson	Supervisor Structures	(425) 304-6563

Hauser Yard

G.R. Bell	Trainmaster	(208) 687-4706
T.O. Gay	Mech. Supt. Field Operations	(208) 687-4610
R.D. Hackney	Terminal Superintendent	(208) 687-4717
H.A. Tait	Division Trainmaster	(208) 687-4705
	Terminal Trainmaster	(208) 687-4652
	Mechanical Foreman	(208) 687-4613
	Road Foreman	(208) 687-4711

Klamath Falls, OR

J.J. Aho	Sr. Divn. Trainmaster	(541) 880-5630
R.R. Cline	Mechanical Foreman	(541) 880-5633
G.K. Lollar	Road Foreman of Engines	(541) 880-5730
J.A. Russell	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
J.L. Ripplinger	Roadmaster	(360) 578-2360

New Westminster, BC

G.D. Nightingale	Eng. Supervisor	(604) 520-5266
J.T. VanPopta	Trainmaster	(604) 520-5200

Pasco, WA

W.C. Angelos	Division Trainmaster	(509) 546-3217
R.D. Bailey	Terminal Trainmaster	(509) 546-3270
T.J. Cousineau	Mechanical Foreman	(509) 546-3295
C.A. Daubel	Terminal Trainmaster	(509) 546-3270
A.J. Escobedo	Signal Supervisor	(509) 546-3278
R.D. Fletcher	Roadmaster	(509) 546-3290
B.G. Gellner	Terminal Trainmaster	(509) 546-3270
J.T. Labberton	Terminal Manager	(509) 546-3219
J.E. Long	Asst. General Foreman	(509) 546-3296
R.B. McCord	Terminal Superintendent	(509) 546-3252
R.E. Molyneaux	Terminal Trainmaster	(509) 546-3270
R.R. Risdon	General Foreman	(509) 546-3297
M.T. Sheehan	Mechanical Foreman	(509) 546-3210
T. Stephens	Terminal Trainmaster	(509) 546-3270
S.L. Sweetwood	Mgr. Service Excellence	(509) 546-3270
A.W. Swinford	Terminal Trainmaster	(509) 546-3270
M.E. Tycksen	Road Foreman of Engines	(509) 546-3391
C.D. Waud	Mechanical Foreman	(509) 546-3259

Seattle, WA

J. Albinger	Mgr., Commuter Oper.	(206) 625-6091
A.A. Allison	Terminal Trainmaster	(206) 272-3833
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
C.M. Caperton	Terminal Trainmaster	(206) 272-3833
D.J. Fortt	Terminal Manager	(206) 272-3735
C.S. Gordon	Supervisor Structures	(206) 625-6130
S.T. Grachan	Terminal Trainmaster	(206) 272-3833
B.E. Hipol	Divn. Engineer	(206) 625-6363
J.M. Houston	General Signal Supervisor	(206) 625-6626
R.C. Jacobsen	Supt. Commuter Oper.	(206) 625-6079
K.A. Jay	Mgr. Field Safety Support	(206) 625-6490
D.E. Kautzmann	Road Foreman of Engines	(206) 272-3770
S.D. Kuntzman	Terminal Trainmaster	(206) 272-3833
R.A. Lovin	Mechanical Foreman	(206) 272-3678
B.L. Marx	Asst. Terminal Supt.	(206) 272-3762
M.J. McCahan	Terminal Trainmaster	(206) 272-3833
J.N. McPherren	Terminal Manager	(206) 272-3735
M.A. Olson	Terminal Trainmaster	(206) 272-3833
R.W. Raglin	Manager of Safety	(206) 625-6364
M.S. Rogers	Road Foreman of Engines	(206) 272-3620
L.R. Routh	Terminal Manager	(206) 272-3735
I.V. Sandoval	General Constr. Supervisor	(206) 625-6339
M.L. Schram	Manager Structures	(206) 625-6202
E.G. Sencenbaugh	Terminal Manager	(206) 272-3735
E.S. Shaffstall	Signal Supervisor	(206) 272-3771
J.W. Specht	Manager Signals	(206) 625-6231
M.S. Theret	Gen. Director Line Mtce.	(206) 625-6696
J.H. Williams	Terminal Trainmaster	(206) 272-3833
J.D. Winans	Roadmaster	(206) 625-6462
	Mgr. Service Excellence	(206) 272-3614
	Telecom Maint. Mgr.	(206) 625-6250

Spokane, WA

K.J. Abeyta	Roadmaster	(509) 536-2235
V.A. Ahlf	Mechanical Foreman	(509) 536-2347
K.A. Bealer	Terminal Trainmaster	(509) 536-2492
D.W Black	Terminal Trainmaster	(509) 536-2492
J.L. Chicks	Roadmaster	(785) 724-1801
C.A. Christ	Roadmaster	(509) 536-2306
D.G. Fegan	Supervisor Engr Support	(509) 536-2372
K.L. Fitzpatrick	Telecom Project Mgr.	(509) 536-2300
S.E. Garcia	Telecom Maint. Mgr.	(509) 536-2240
P. G. Gray	Terminal Trainmaster	(509) 536-2492
K.C. Harris	Supervisor Structures	(509) 536-2485
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) 536-2545
J.D. Schlairet	Mechanical Foreman	(509) 536-2347
J.J. Wiener	Supervisor Facilities	(509) 536-6927
B.S. Williams	Terminal Manager	(509) 536-2224
	Signal Supervisor	(509) 546-2310
	Terminal Trainmaster	(509) 536-2492

Swift, WA

E.P. Lutz	Division Trainmaster	(360) 922-1477

Tacoma, WA

D.E. Davidson	Terminal Trainmaster	(253) 591-2556
T.K. Julik	Roadmaster	(253) 591-2563
C.W. Lyons	Terminal Trainmaster	(253) 591-2556
D.A. Marks	Mechanical Foreman	(253) 591-2590
J.S. Motes-Conners	Division Trainmaster	(253) 591-2556
K.E. Quimby	Terminal Trainmaster	(253) 591-2556
M.J. Prosser	Terminal Trainmaster	(253) 591-2556
K.J. Schwanke	Terminal Trainmaster	(253) 591-2556
K.H. Toizumi	Supervisor Signals	(253) 591-2560
T.R. Wyatt	Terminal Manager	(253) 591-3028
	Mechanical Foreman	(253) 591-2590

Vancouver, WA

R.E. Aurand	Mechanical Foreman	(360) 418-6452
J.L. Canavan	Terminal Trainmaster	(360) 418-6331
M.E. Cart	Terminal Manager	(360) 418-6429
C.D. Delargy	Terminal Superintendent	(360) 418-6377
J.P. Denny	Road Foreman of Engines	(360) 418-6222
A.G. Field	Terminal Trainmaster	(360) 418-6331
R.D. Forsman	Supervisor Structures	(360) 418-6338
E.C. Harrison	Terminal Trainmaster	(360) 418-6331
G.L. Hein	Supt. Operating Practices	(360) 418-6216
C.S. Lucero	Supt. Operations	(360) 418-6321
D.J. MacDonald	Division Engineer	(360) 418-6415
K.B. Morehead	ADMP	(503) 550-0202
J.L. Nelson	General Foreman	(360) 418-6355
K.A. Ohs	Roadmaster	(360) 418-6324
J.A. Ramsdell	Signal Supervisor	(360) 418-6312
P.D. Robinson	General Construction Spvr	(360) 418-6368
W.R. Samuelson	Mechanical Foreman	(503) 241-6295
K.M. Stengem	Terminal Trainmaster	(360) 418-6331
M.I. Surina	Terminal Trainmaster	(360) 418-6331
A.P. Wagner	Signal Supervisor	(360) 418-6368
S.J. Walbruch	Terminal Trainmaster	(360) 418-6331
W.V. White	Mechanical Foreman	(360) 418-6357
	Terminal Trainmaster	(360) 418-6331

Wenatchee, WA

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

Wishram, WA

M.J. Hoover	Road Foreman of Engines	(509) 748-3233
K.A. Wilting	Trainmaster	(509) 748-3203

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
				Adjoining Sub: New Westminster					
			119.6	USA CANADA BORDER		CTC	50	0.3	
		15088	119.3	BLAINE	B			2.9	
	8,588	15086	116.4	SWIFT				4.3	
		15080	112.1	CUSTER Adj. Sub: Cherry Point, MP 112.3	JT			5.8	
	8,478	15075	106.3	FERNDALE				9.1	
		15067	97.2	BELLINGHAM	B			3.9	
	6,347		93.3	SOUTH BELLINGHAM				13.6	
	8,884	15049	79.7	BOW				7.8	
		15042	71.9	BURLINGTON Adj. Sub: Sumas, MP 71.9 Adj. RR: MVT, MP 68.6	J			5.1	
	6,075	15040	66.8	MT. VERNON	B			8.8	
			58.0	NORTH STANWOOD				0.4	
			57.6	LOGEN	X			2.1	
	13,100	15025	55.5	STANWOOD				0.3	
			55.2	SOUTH STANWOOD				9.7	
	10,680	15016	45.5	ENGLISH				3.3	
		15012	42.2	KRUSE JCT. To Arlington Spur 6.9	J			3.4	
		15009	38.8	MARYSVILLE				0.5	
			38.3	BRIDGE 38.3	M			0.7	
			37.8	BRIDGE 37.8	M			0.7	
			37.1	BRIDGE 37.0	M			0.1	
		15005	37.0 10.9	DELTA JCT.	Y	ABS	408	2.0	
			8.9	DELTA	BY			9.1	
			7.4 0.6	SEA LINE JCT. Adj. Sub: Scenic, MP 7.4	JY		407	0.6	
		02165	0.0	PA JCT. Adj. Sub: Scenic, MP 0.0	JY			93.5	
				Adjoining Sub: Scenic Information for PA Jct. is found in the Scenic sub. Timetable.					

Radio Call-In		
Radio Channel 76 in service USA Canada Border to PA Jct.		
Blaine - 41(X)	Bellingham - 39(X)	Burlington - 38(X)
Stanwood - 65(X)	Everett - 37(X)	
Everett Yardmaster monitors Channel 66 and Channel 76.		
Radio Channel 70 in service Burlington Yard		
Radio Channels 60 and 14 for switching Delta Yard		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7081, 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.
Delta Jct. to Everett Jct. via Bayside	15 MPH.		10 MPH.

1(B). Speed—Permanent Restrictions

	Talgo	Passenger	Freight
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	35 MPH.	35 MPH.	30 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.

1(C). Speed—Switches, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Swift, siding turnouts	30 MPH.	30 MPH.
Trains over 100 TOB		25 MPH.
Ferndale, siding turnouts	30 MPH.	30 MPH.
Trains over 100 TOB		25 MPH.
Bow, siding turnouts	30 MPH.	30 MPH.
Trains over 100 TOB		25 MPH.
Mt. Vernon, siding turnouts	20 MPH.	20 MPH.
North Stanwood, turnout	35 MPH.	35 MPH.
Trains over 100 TOB		25 MPH.
Logen turnouts	30 MPH.	30 MPH.
Trains over 100 TOB		25 MPH.
South Stanwood, turnout	35 MPH.	35 MPH.
Trains over 100 TOB		25 MPH.
English, siding turnouts	30 MPH.	30 MPH.
Trains over 100 TOB		25 MPH.

1(D). Speed—Other

Bridge 105.8, cars heavier than 138 tons.	25 MPH.	25 MPH.
Burlington to Fidalgo (Anacortes Spur)		10 MPH.
Kruse Jct. to Arlington (Arlington Spur)		10 MPH.
Delta Roundhouse/Rip Tracks		5 MPH.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 55 MPH	Maximum 45 MPH	Maximum 70 MPH
96 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 MPH

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:

Anacortes Spur	MP 13Z to MP 4.2Z	
Mt. Vernon	Cenex Spur track	Track 2614
Stanwood	Team tracks	Track 1162
	Wolfkill track	Track 1163
	Twin City Food track	Track 1164
Arlington Spur	Beyond MP 1.0X.	
Everett	Mill A Track	Track 104
	Kimberly Clark	Tracks 220-229

3. Type of Operation
CTC—in effect:
MP 119.6 to MP 36.9

ABS—in effect:
MP 10.5 to MP 0.0

Yard Limits—in effect:
MP 10.5 to MP 0.0

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 or signal employee must be called 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 train dispatcher. After receiving notification from inspector, the train dispatcher may authorize the train to proceed per GCOR 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits employees must contact the train dispatcher and copy track authority.

The bridge must not be operated until the train dispatcher verifies that no conflicting authorities are in effect.

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 or signal employee must be called to inspect the bridge equipment before trains are permitted to proceed over the bridge. Call the train 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 train dispatcher. After receiving notification from inspector, the train dispatcher may authorize the train to proceed per GCOR 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits employees must contact the train dispatcher and copy track and time.

The bridge must not be operated until the train dispatcher verifies that no conflicting authorities are in effect.

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 or signal employee 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 operator. When the bridge operator has given authority to proceed, the train must proceed per GCOR Rule 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits, employees must receive verbal permission from the bridge operator. They must also obtain authority from the train dispatcher.

To perform minor work and routine inspection on the portion of track on the bridge protected by derails, employees need to only receive verbal permission from the bridge operator. Prior to providing permission, the bridge operator must position the derails in the derailing position.

Interlockings and Drawbridges Not Indicated at Station

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

Hours of Operation—1600 - 0100
Phone number—(360) 391-6474

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 North English, over."

Example of Conductors Transmission:
"AMTK 503 South, Approach at North 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—in effect:
Burlington MP 16.6Z to Fidalgo MP 4.2Z (Anacortes Spur)
Kruse Jct. MP 0.0X to Arlington MP 6.9X (Arlington Spur)
Delta Wye MP 36.8 to Everett Jct MP 32.2 (via Bayside).

Rule 10.2—Following switches not equipped with electric locks:

MP	102.1	Canfor Spur	Track 3950
MP	98.2	Oil Spur	Track 3802
MP	97.3	House Track	Track 3702
MP	93.15	Coors Spur Track South Bellingham	Track 3435
MP	68.71	Mt. Vernon Skagit Farmers/ Cenex Spur	Track 2614
MP	68.7	Mt. Vernon Terminal Railroad Interchange	Track 2420
MP	62.5	Pole Yard Spur	Track 1172
MP	62.3	Conway Feed Spur	Track 1171
MP	49.8	Industry Track Silvana	Track 1151
MP	39.19	North Marysville	Track 1122
MP	38.69	South Marysville	Track 1122
MP	38.5	Welco Lumber Marysville	Track 1121

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
Arlington Spur	Kruse Jct. MP 0.0X to Arlington MP 6.9X	
Delta	Rip Track/ Roundhouse	Tracks 1901-1912
	WFE	Tracks 1921-1922
Delta	Delta Yard Track	Track 1414
Bayside	Scale Track	Track 316

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.

Blaine—MP 119.6, Hiline Track #4601 will be used by the Maintenance of Way only.

Southward Trains at Blaine—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 train 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 train 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:

When ready to depart Swift, the crew will contact RTC at New Westminster for permission to enter Canada.

For Northward trains originating in USA and destined to Canada:

Crew must FAX from their on duty point a completed Rail Crew Report Form to 785-676-4941 and 604-520-5202, both of these numbers are BNSF phone numbers. This form must also include the Train Symbol and ETA at the Border. The form must be legible.

Upon arrival at Swift, Northward trains requiring inspection prior to crossing into Canada must promptly inform the RTC if Border Cargo Services is not on site.

All Northward trains must contact the RTC for permission to proceed across the USA Canada Border prior to departing Swift. The RTC will advise of any requirements from Canadian Customs and will arrange for transportation should Canadian Customs require an inspection at White Rock. The Conductor must furnish a copy of the Train List to Canada Customs if requested and also accompany Customs Officer on a train inspection if requested.

All MW on track equipment before crossing the border must contact Roadmaster to ensure that all required documentation has been submitted and that Roadmaster has contacted the respective Customs and Immigration for permission to cross the border.

Ferndale—Loaded or empty LPG cars must not be left within 500 feet of the high school at MP 106.5.

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.

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 MT in this location.

MP 98.2, Oil Spur Track #3802 will be used by the Maintenance of Way department only.

South Bellingham—MP 93.0, Coors Spur Track #3435 will be used by the Maintenance of Way department only.

Anacortes Spur - Whitney—MP 9.68Z Public Crossing—When moving over the siding at Laconner-Whitney road be governed by GCOR 6.32.1

MVB Station—MP 69.5, Station Stub Track #2509 will be used by the Maintenance of Way department only.

Stanwood—At Wolfkill Feed Track #1163, do not run locomotive over auger.

MP 55.6, Team Track #1162 will be used by the Maintenance of Way department only.

Silvania—MP 49.7, Silvana Stub Track #1151 will be used by the Maintenance of Way department.

Arlington Spur, Edgecomb MP 3.9X Public Crossing—Stop signs are located on the MT approaching 172nd Street. Trains are required to stop and may proceed after lights are flashing and gates are fully lowered.

Arlington Spur, Arlington MP 6.75X Public Crossing—Stop signs are located on the MT approaching Lebanon Street. Trains are required to stop and may proceed after lights are flashing and gates are fully lowered.

Marysville—MP 38.7, Welco Spur Track #1121 will be used by the Maintenance of Way department only.

Remote Control Areas—Signs located at MP 0.0 and MP 36.9 designate the Remote Control Areas at Delta Yard.

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

Remote Control Zones—Everett—Remote Control Zone (RCZ 1) is established at the West End of Delta Yard on the Delta Class Lead and Class Lead Pocket, tracks 1498 and 1497 from clearance point East Delta Class Lead (Track 1498) to West clearance point Class Lead Pocket (Track 1497). Approximate length of this RCZ is 2,950 feet. RCZ 1 signs are located at both limits of RCZ 1 listed, as viewed from an approaching movement.

Before entering RCZ 1 from any location including auxiliary tracks or crossovers, crews must determine if RCZ 1 is activated by contacting Delta Yardmaster or on duty RCO crew. If RCZ 1 is not activated, the crew may proceed through RCZ 1 unless otherwise restricted. When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated.

Activation/Deactivation Procedure—Remote control operator will contact Delta Yardmaster for permission to activate the remote control zone and will notify the yardmaster when the remote control zone is deactivated. The zone may be activated only after is determined by visual inspection that trains, engines, men, or equipment are not occupying the RCZ limits. The Delta Yardmaster is required to log the activation, deactivation or transfer of RCZ 1.

Only the Remote Control Operator can activate or deactivate RCZ 1 with one exception to deactivation. The Delta Yardmaster may deactivate RCZ, if is not occupied AND it is determined the activating crew has gone off duty prior to deactivating or transferring the zone.

Transfer of an Active Remote Control Zone (GCOR 6.7 B) - Remote Control Operator will contact Delta Yardmaster for permission to transfer the active RCZ. A job briefing must be conducted each time the zone is transferred between remote control operators and, if applicable, other authorized employee. Any time a crew is relieving the RCZ (breaks, lunch, tie-up etc. unless transferring the zone, the RCZ must be deactivated.

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.

Doublestack Equipment—Trains handling doublestack 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 480924 through 480999, number series RABU 481001 through 481745, and RABU 482331 and RABU 482530 and RABU 483001 and RABU 483025, number series CALU 450001 through 450117 and CALU 450176 through 450300, may be double stacked.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 72.24	Avon Ave
MP 69.83	Hoag Rd
MP 69.28	College Way
MP 68.83	Riverside Dr.
MP 67.86	Kincaid Street
MP 42.04	116th St.
MP 40.34	88th Street
MP 38.68	4th Street

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.

Tunnel Locations

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

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

Swift	Customs	Track 4606	Fences, loading docks
Bellingham	Yard	Track 3701	Retaining walls
		Track 3702	Loading docks both sides
		Track 3730	Bridges

Stanwood	Twin Cities Food	Track 1164	Loading docks
Marysville	Industry	Track 1121	Buildings, loading docks
Delta Yard	Old Rogers	Track 497	Fences

Duplicate Mile Posts—Between the following locations an "X" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:
Between Kruse Jct. and Arlington—MP 0.0X to MP 6.9X

Between the following locations a "Z" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:
Between Burlington and Fidalgo—MP 16.6Z to MP 4.2Z

Test Mile
MP 64.0 - MP 65.0

Long/Short Miles
MP 96.0 - MP 94.0 5,239 feet
MP 38.0 - MP 37.0 9,946 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 - MP 104.0
MP 93.0 - MP 83.0
MP 75.63 Bridge
MP 70.0 Bridge
MP 63.0 - 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

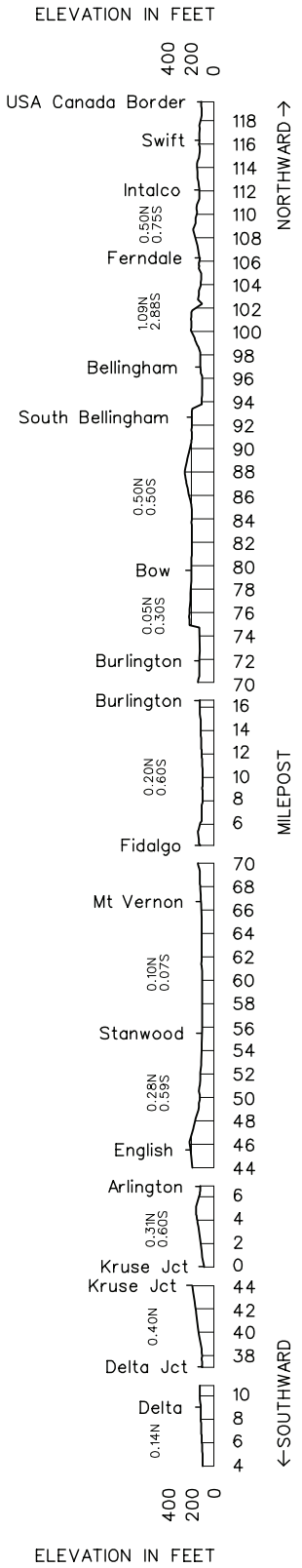
Road Line Segments

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

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
15071	Rabanco	104.1	2,200	North
15069	Canfor	102.1	500	South
15053	Samish	83.1	5,940	Both
66207	Whitney (Anacortes Spur)	9.71Z	600	Both
66212	Fidalgo (Anacortes Spur)	4.2Z	1,200	Both
66020	Edgecomb (Arlington Spur)	3.8X	2,640	Both
66020	Arlington	6.9X	Yard	Both
15032	Fir	62.5	450	Both
15025	Twin City Food (on Spur)	55.7	2,500	South
02166	Bayside	43.6	Yard	Both
02166	Everett Jct.	32.3	4,342	Both

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
Adjoining Sub: Bellingham Information for Custer is found in the Bellingham sub. Timetable.									
		15080	0.0	CUSTER Adj. Sub: Bellingham, MP 0.0	JT	Rule 6.28	418	1.8	
		15081	1.8	INTALCO		TWC		3.3	
		66604	5.1	ARCO		Rule 6.28		0.4	
			5.5	ELLIOTT				2.1	
			7.6	CHERRY POINT YARD				1.2	
		66608	8.8	CHERRY POINT				8.8	
End of Sub									

Radio Call-In		
Radio Channel 76 in service Custer to Cherry Point		
Blaine - 41(X)	Bellingham - 39(X)	Burlington - 38(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 60 in service for switching on Arco Lead Track		

Dispatcher Information
(817) 867-7081, 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, Turnouts and Sidings—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
Intalco to Cherry Point..... 143 tons, Restriction D

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

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—in effect:
MP 0.0 to MP 1.8 on both legs of the Intalco Wye
MP 5.1 to MP 8.8

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

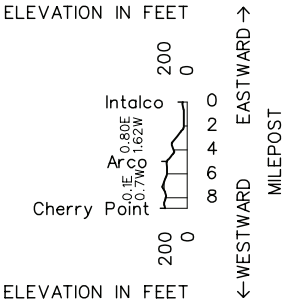
7. Special Conditions
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Road Line Segments

Line Segments	Limits
418	Custer to Cherry Point

9. Other Location Information—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
End of Sub									
		62713	12.6	COEUR d'ALENE	T	TWC	381	8.1	
		62705	4.1	POST FALLS				1.9	
		62702	2.3	GRAND JCT.	S			2.3	
		01850	0.0	HAUSER JCT. Adj. Sub: Kootenai River, Montana Div., MP 0.0	JT			12.3	
Adjoining Sub: Kootenai River, Montana Div.									

Radio Call-In
Radio Channel 76 in service Coeur d'Alene to Hauser Jct.
Hauser - 42(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5
UPRR Channel 42-42, UPRR Call-in *16
Radio Channel 66 in service for switching on CDA Branch

Dispatcher Information
(817) 867-7072, Fax (817) 234-1610
UPRR Dispatcher Weekdays—(402) 636-1710
UPRR Dispatcher Weekends—(402) 636-1709

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, Turnouts and Sidings—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 6.16—In effect at Grand Jct.

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

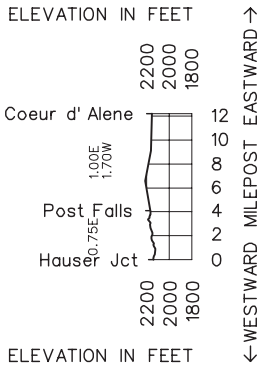
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments
Road Line Segments
Line Segment Limits
381 ..... Coeur d'Alene to Hauser Jct.

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
62626 Huetter	8.5	Yard	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
				Adjoining Sub: Spokane Information for Spokane is found in the Spokane sub. Timetable					
		01878	1481.6	LATAH JCT. Adj. Sub: Spokane, MP 1481.6=375.1	J			7.8	
	7,442	01883	1489.8	LYONS		CTC		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				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			37	13.1	
	10,794	01983	1588.6	ADRIAN				10.0	
		01993	1599.3	EPHRATA				5.1	
	10,360	01998	1603.8	NAYLOR		CTC		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	BY	ABS		169.6	
				Adjoining Sub: Scenic, MP 1650.2 Information for Wenatchee is found in the Scenic sub. Timetable					

Radio Call-In		
Radio Channel 66 in service Latah Jct. to Wenatchee		
Latah - 19(X)	Edwall - 20(X)	Lamona - 21 (X)
Marlin - 24(X)	Wilson Creek - 25(X)	Ephrata - 26(X)
Trinidad - 51(X)	Wenatchee - 27(X)	
Radio Channel 70 in service Wenatchee yard - 54(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7082, 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 doublestack 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 1601.1 HER (Westbound)	55 MPH.	45 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 1646.7 HER (Westbound)	30 MPH.	
MP 1649.4 HER (Eastbound)	30 MPH.	
MP 1649.6 to MP 1650.2	35 MPH.	35 MPH.

1(C). Speed—Switches, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Lyons, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Espanola, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Edwall, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Bluestem, end of DT	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Lamona, end of DT	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Odessa, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Gibson, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Wilson Creek, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Adrian, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Naylor, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Quincy, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Trinidad, siding turnouts	30 MPH.	25 MPH.
Trains 100 TOB and over		25 MPH.
Albus, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Malaga, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.

1(D). Speed—Other
Temperature Restrictions
Cold Weather—See Item 33 of the System Special Instructions.

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 55 MPH	Maximum 45 MPH	Maximum 70 MPH
96 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 MPH

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

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

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

Harrington	Fertilizer Stub	Track 1323
Air Base	Air Base Spur	Track 1382
Quincy	Yard and Industries	Tracks 1201-1213, 1215, 1220-1237
Malaga	Alcoa	Tracks 1261-1272

3. Type of Operation
CTC—in effect:
MP 1481.6 to MP 1520.6
MP 1541.6 to MP 1646.8

Double Track—in effect:
MP 1520.6 to MP 1541.6

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

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

Trains and engines moving eastward on MT 1 or westward on MT 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.

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

MP 1626.33	Trinidad	Setout track
MP 1626.56	Trinidad	Setout track

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 1633.7—WWD only—Recall Code 518
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 1633.7—EWD only—Recall Code 518
MP 1638.1—DED—EWD only—Recall Code 277
MP 1644.6—DED/Exception Reporting

High Wide Load Detector-A high wide load equipment detector is located at MP 1633.7. 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 crew to inspect and set out the oversize car. Westward trains set out cars at either Albus or Voltage.

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 Location
MP 1621.5 Tunnel No. 11.1

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

Edwall	Ritzville Warehouse	Track 1313	Buildings on S side
Bluestem	Bluestem Elevator	Track 1319	Building on S side
Odessa	Team Track	Track 1342	Buildings, loading docks and pipes N side
Irby	Odessa Union	Track 1353	Building on S side
Marlin	Central WA Grain	Track 1357	Building on N side
Ephrata	Odessa Union	Track 1385	Buildings and loading dock on S side
Winchester	Pass Track	Track 1393	Buildings on S side
Quincy	Quincy Alfalfa	Track 1205	Buildings on S side
	Jones Produce	Track 1206	Buildings on S side
Trinidad	Spur	Track 1243	Loading docks on S side
Malaga	H & H Orchards	Track 1371	Buildings on N side

Test Miles
MP 1497.0 - MP 1498.0
MP 1612.0 - MP 1613.0

Long/Short Miles
MP 1528.0 - MP 1529.0 3,700 feet
MP 1633.0 - MP 1634.0 11,000 feet

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 - MP 1505.2
MP 1511.4 - MP 1512.4
MP 1534.5 - MP 1535.5

8. Line Segments

Yard Line Segments

Line Segment	Limits
628	Quincy Yard

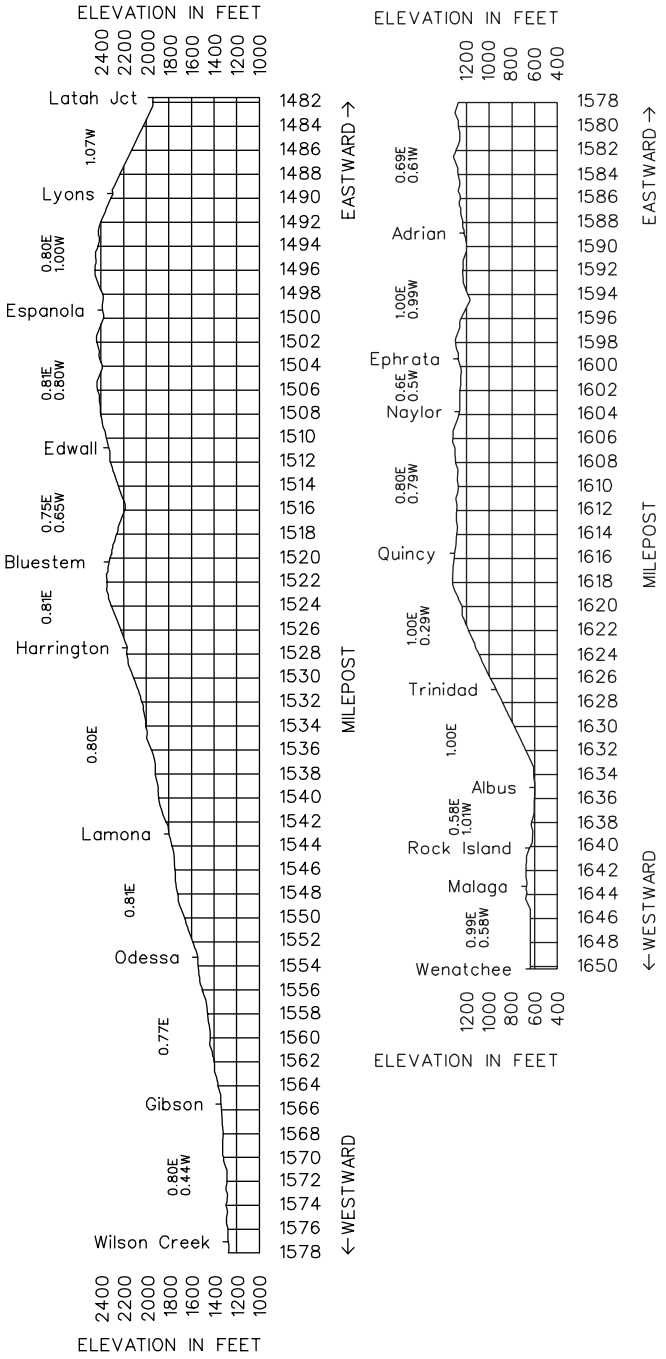
Road Line Segments

Line Segment	Limits
37	Latah Jct. to Wenatchee

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
01889	Fairchild Storage Track	1494.9	Yard	Both
01899	Waukon	1505.1	3,900	Both
01909	Canby	1514.5	988	East
01913	Bluestem Elevator	1520.2	2,600	Both
01928	Mohler, MT 2	1534.4	1,313	East
01928	Mohler, MT 1	1534.4	600	West
01932	Downs, MT 2	1538.2	2,235	East
01956	Irby	1562.1	1,250	West
01963	Marlin	1569.6	Yard	Both
01978	Stratford	1583.8	2,400	West
01991	Air Base	1597.1	Yard	East
02003	Winchester	1608.9	1,300	West
02033	Voltage	1637.6	750	West
02036	Alcoa Spur on Spur	1641.4	Yard	West
02038	Malaga (Alco Spur)	1641.4	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
	Adjoining Sub: Lakeside Adjoining Sub: Yakima Valley Information for SP&S Jct. is found in the Fallbridge sub. Timetable.								
		12146	229.7	SP&S JCT Adj. Sub: Lakeside, MP 229.7=MP 147.5 Adj. Sub: Yakima Valley, 229.7	MJY	CTC	47	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				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 Adj. Sub: Oregon Trunk, MP 105.2	BJT X(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				10.1	
	9,888	12309	65.4	COOKS				11.5	
	11,085	12321	53.9	STEVENSON		CTC		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)			1.7	
			10.4	8TH STREET	JX			0.5	
		12365	9.9	VANCOUVER (Passenger Station) Adj. Sub: Seattle, MP 9.9	BM JT			0.3	
			9.6	BRIDGE 9.6 (Columbia River Drawbridge)	M			0.8	
			8.8	BRIDGE 8.8 (Oregon Slough Drawbridge)	M			0.7	
		12368	8.1	N PORTLAND JCT Adj. RR: UP, MP 8.1 Adj. RR: NPTT, MP 8.2	MJT X(2)			MT 1-2.3 MT 2-0.7	
	7,785	12369	7.4	E ST JOHNS		2MT CTC		MT 2-1.6	
			5.8	W ST JOHNS Adj. RR: UP, MP 6.9	JX			0.7	
			5.1	BRIDGE 5.1 (Willamette River Drawbridge)	M			0.8	
		12372	4.3	WILLBRIDGE Adj. RR: PNWR, MP 4.3 Adj. RR: PTR, MP 4.0	BJT X(2)			2.1	
			2.2	CP 22	X(2)			0.2	
		12373	2.0	LAKE YARD	TX			1.5	
			0.5	CP 05	X(2)			0.5	
		12375 12374	0.0	PORTLAND (Union Station) Adj. RR: PTR, MP 0.5; Adj. RR: UP, MP 0.0	BJX			232.7	
	Adjoining RR: UP								

Radio Call-In		
Radio Channel 87 in service SP&S Jct. to ESS Washougal		
Kennewick - 54(X)	Yellepit - 70(X)	Berrian - 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)
Radio Channel 76 in service ESS Washougal to Portland		
Camas - 81(X)	Vancouver - 50(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

SP&S to ESS Washougal—(817) 867-7070, Fax (817) 234-1624

ESS Washougal to Portland—(817) 867-7034, 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.
Trains 100 TOB and over			50 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of Loaded Doublestack 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, MT 1	60 MPH.	50 MPH.
MP 105.9 to MP 102.4, MT 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.	45 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, MT 1 and MT 2	10 MPH.	10 MPH.
MP 9.8 to MP 9.2	30 MPH.	30 MPH.
MP 9.2 to MP 8.9	40 MPH.	30 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.	35 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, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

	Passenger	Freight
Pasco (MP 230.2), SP&S Jct	25 MPH.	25 MPH.
Hover, East siding switch turnout	12 MPH.	12 MPH.
Hover, West siding switch turnout	25 MPH.	25 MPH.
Yellepit, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Berrian, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Plymouth, siding turnouts	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
Paterson, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Whitcomb, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
McCredie, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Roosevelt, siding turnouts	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
Bates, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Towal, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Maryhill, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Wishram, turnouts	25 MPH.	25 MPH.
Avery, turnouts	25 MPH.	25 MPH.
North Dalles, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Lyle, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Bingen, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Cooks, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Stevenson, siding turnouts	25 MPH.	25 MPH.
Skamania, siding turnouts	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
Washougal, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
McLoughlin, turnouts	45 MPH.	45 MPH.
Trains 100 TOB and over		40 MPH.
Eavan, crossovers	25 MPH.	25 MPH.
Trains 100 TOB and over		25 MPH.
West St Johns turnout MT 1 to MT 2	35 MPH.	35 MPH.
West St Johns turnout MT 1 to West Pass	10 MPH.	10 MPH.
West St Johns turnout MT 2 to Siding	35 MPH.	35 MPH.
East St Johns turnout MT 2 to Siding	35 MPH.	35 MPH.
East St Johns turnout MT 2 to Setout track	10 MPH.	10 MPH.
Columbia River Bridge Interlocking to Fallbridge Subdivision	10 MPH.	10 MPH.
N. Portland Jct.		
MT crossovers are numbered from East to West:		
No. 4 crossover	10 MPH.	10 MPH.
No. 9 crossover	35 MPH.	35 MPH.
No. 3 crossover	35 MPH.	35 MPH.
No. 2 crossover	10 MPH.	10 MPH.
No. 1 crossover	35 MPH.	35 MPH.
All other dual control switches	10 MPH.	10 MPH.
Fallbridge Sub to former A-Line Sub	10 MPH.	10 MPH.
Switch from Fallbridge to Astoria Wye	10 MPH.	
Willbridge	10 MPH.	10 MPH.
MP 0.5, East and West Crossover switches	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.

1(D). Speed—Other

Temperature Restrictions

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 55 MPH	Maximum 45 MPH	Maximum 70 MPH
96 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 MPH

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	Tracks 6275-6285
Bingen	Industry Park	Tracks 6241-6252
Hood	Flat track	Tracks 6231-6235
Home Valley	Co-ply track (HI-Cascade Veneer-1)	Track 6214
Port of Washougal Lead	Lead track	Track 6100
Camas	All tracks EXCEPT	Tracks 6001-6004
Vancouver Yard	Cab tracks 1 and 2	Tracks 3911-3912
	30 Yard	Tracks 3032-3038
	Port of Vancouver All tracks EXCEPT	
	United Harvest	Tracks 4801-4807
	Subaru	Tracks 3131-3134
	Kinder Morgan	Tracks 3117-3118
	Bemis Lead	Track 3763
	Halser	Track 3770
	Lumber and Coal Storage 1 and 2	Tracks 3913-3918 Tracks 3962-3963
Terminal 6	Honda	Tracks 2251-2258
	Warehouse Specialties	Track 2235
Portland	All industry tracks Only 4 axle locomotives (SW12) may be used at 12th. St. industries	Tracks Zone 28-53

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

TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge operator or signal employee must be called 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 operator. When the bridge operator has given authority to proceed, the train must proceed per GCOR Rule 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits, employees must receive verbal permission from the bridge operator. They must also obtain authority from the train dispatcher.

To perform minor work and routine inspection on the portion of track on the bridge protected by derails, employees need to only receive verbal permission from the bridge operator. Prior to providing permission, the bridge operator must position the derails in the derailing position.

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 operator or signal employee must be called 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 operator. When the bridge operator has given authority to proceed, the train must proceed per GCOR Rule 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits, employees must receive verbal permission from the bridge operator. They must also obtain authority from the train dispatcher.

To perform minor work and routine inspection on the portion of track on the bridge protected by derails, employees need to only receive verbal permission from the bridge operator. Prior to providing permission, the bridge operator must position the derails in the derailing position.

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 bridge must not be operated until the train dispatcher verifies that no conflicting authorities are 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 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations:

Location	Milepost	Crossing Name
White Salmon, WA	74.20	South Dock Grade Rd
Washougal, WA	27.71	32nd Str
Washougal, WA	27.24	24th Str
Washougal, WA	27.02	20th Str
Washougal, WA	26.13	6th Str
Washougal, WA	25.85	3rd Str
Vancouver, WA	14.02	Beach Dr
Portland, OR	0.55	9th Ave
Portland, OR	0.60	15th Ave
Portland, OR	0.82	NW 17th Ave
Portland, OR	0.60	NW 15th Ave
Portland, OR	0.29	NW 9th Ave

All other whistle requirements remain in effect.

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 MT 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 8.10—Switch Point Indicator—Switch Point Indicator – Remote operated switch at MP 5.2 may be left in the position last used. The following instructions govern use of this switch:

- Switch is referred to as the "A" line Wye switch and is remotely operated by the train dispatcher
- Train dispatcher may operate when the switch approach circuit does not indicate occupancy
- Switch may also be operated by the key controller located in the control box, or by hand, after receiving permission from the train dispatcher

Movements using the "A" line Wye Switch are governed by the switch point indicator per GCOR 8.10 Switch Point Indicator. GREEN...."A" line to "W" yard, YELLOW....west leg of Wye to "A" line, and RED....Stop and Inspect switch. When switch point indicator lights is "RED" movement must not be made over the switch and the train dispatcher must be contacted.

If the train dispatcher is unable to line the "A" line Wye Switch to the desired position or the switch point indicator is RED, the train dispatcher can instruct an employee to use the key controller in the control box to line the switch for their movement. Open the control box, then insert and turn switch key to line the switch for the desired route and press the "Push Button" to throw the switch. If use of the key controller does not line the switch for the desired route, the train dispatcher must be contacted and will instruct the employee to operate the switch by hand, the employee will then follow the instructions posted on the switch machine.

MW employees must contact the train dispatcher for permission before occupying the "A" line Wye Switch, and must report clear of the switch.

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

MP	215.5	Yellepit	Siding	Track 1232
MP	202.6	Berrian	Siding	Track 1242
MP	179.2	Paterson	West setout track	Track 1262
MP	170.0	Whitcomb	East setout track	Track 1272
MP	169.8	Whitcomb	West setout track	Track 1273
MP	158.4	McCredie	East setout track	Track 1282
MP	140.6	Sundale	Spur	Track 1300
MP	135.2	Bates	East setout track	Track 1302
MP	124.5	Towal	East setout track	Track 1312
MP	114.1	Maryhill	East setout track	Track 1332
MP	96.9	Dallesport	East setout track	Track 6283
MP	96.6	Dallesport	West setout track	Track 6281
MP	71.2	Broughton	East setout track	Track 6235
MP	37.8	Prindle	East setout track	Track 6141
MP	25.9	CRT Spur		Track 6120
MP	25.7	Hamilton Spur		Track 6122
MP	20.4	Columbia Vista Spur		Track 6030

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. 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—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

Vancouver	Columbia Business Park	Tracks 3610 Tracks 3613-3615 Tracks 3631 and 3634
Portland	12th St. Yard	Tracks 531-535 St. Helen's Rd. Lead Zone 28-47
	St. Helen's Road	Lead west of 12th St. Yard

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.

Cars exceeding plate E prohibited on track 1216, Agrium Kennewick Plant.

Track 1201, passing track, kicking cars is prohibited.

Umatilla Emergency Response Plan

Notification—In the unlikely event of a chemical release from the depot, Benton County Emergency Communication Center will make immediate notification to BNSF's Service Interruption Desk - North (817-234-6164). If the SID is not available, they will contact BNSF's Resource Operations Center (ROC) (800-832-5452).

Benton County Emergency
24 Hour Hot Line - (509) 628-0333
Emergency Operations Center - (509) 628-0303
Non Emergency - (509) 628-2600 Responsibilities:

Service Interruption Desk (SID) will:
Notify departments responsible for the Northwest Division, Fallbridge Subdivision and provide them a copy of the full Umatilla Emergency Response Plan.

Dispatcher and Chief Dispatcher will:

1. State the following announcement and repeat every 15 minutes:
   Emergency, Emergency, Emergency - Emergency, Emergency, Emergency

   To all BNSF Employees located on the Northwest Division, Fallbridge Subdivision, between MP 170 and 215.

Benton County, Washington has notified BNSF that there has been a chemical release at the Chemical Depot located at Umatilla, OR. If you are between MP 170 and 215, please evacuate toward MP 170 and 215, whichever is closer. Close your windows and turn off your heater or air conditioning.

2. Stop all Eastbound trains west of MP 170 (Whitcomb)
3. Stop all Westbound trains east of MP 215 (Yellepit)
4. All train crews between MP 170 and 215 must be instructed to close windows and shut down all heaters and air conditioners. Trains should continue at track speed through this "Rail Safety Zone".
5. If trains traveling in the Rail Safety Zone are stopped due to emergency brake application, crew should be instructed to uncouple the lead engine and continue with light engine past MP 170 or 215.
6. Trains that were in the Rail Safety Zone during the alert should be staged at Wishram, Vancouver and/or Pasco pending determination whether decontamination or contamination testing will be required. BNSF's Asst. Director of Hazmat, or designee, will coordinate the efforts for this determination.
7. Be available for the conference call established by the SID

Preparedness
Benton County periodically exercises their Umatilla emergency response plan. BNSF will exercise this plan, with the exception of stopping trains, at the same frequency as Benton County.

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 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—Do not block public or private 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. Trains that can not hold back of the crossings and will block crossings in excess of 20 minutes total time must cut the crossings.

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 movements in and out of the Vancouver Fueling Facility require permission from the Vancouver Yardmaster. The normal positions for the 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.

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

Within the Vancouver SP&S main yard, crews on all trains and engines must get permission from the Vancouver Yardmaster prior to commencing movement into or out of "B" yard tracks.

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

1. Stop at the stop signs
2. Turn the key controller clockwise, then turn it back and remove the key
3. At that time, a white indicator light will turn on above the railroad traffic signal.
4. When all conflicting traffic signals are at stop, the railroad control signal will change from red to green.
5. The system does not reset itself. Train crew must key the controller again to reset the system.

Port of Vancouver – POV (NP Side)—Cars exceeding 73 feet must not be place in POV Track 3374 or 3375.

Terminal 6
Hyundai Lead crossing Instructions:

1. Train or engine must stop at sign located 75 from the 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 (20 second delay from time key controller is activated until light is illuminated)
4. After movement has been completed over the crossing, any other movement over crossing must be made in accordance with items 1,2, and 3 above
5. 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

Track occupancy on Ford Lead south of Marine Drive will be protected by industry flag, derails and Ford Auto Facility lock when in use by Ford Auto Facility crews.

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

Flashing lights will protect crossing movements on Northwest Front Ave. for the following spur tracks:
- Certainteed (flashing lights and gates) Track 1210
- McCall Oil/Brenntag Pacific – Tracks 1101-1103
- Elf Atochem Spurs 1,3, and 6 Tracks 1261-1268

Before entering these crossings, 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.

1. Insert the switch key in the start position and turn the key to actuate the crossing protection
2. The key can be removed and the lights will continue to operate
3. After 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.

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.

Remote Control Areas—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.

SSI—Switch Control/Monitoring Systems
ICS in effect:
Wishram Center
West Wishram

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:

Both Directions

Plymouth	Industry	Track 1252
Whitcomb Pit	Pass Track	Track 1272
Wishram	Yard Track	Tracks 6511, 6508
Avery	Yard Track	Track 6541, 6542
Adams	South Pass	Track 6257
Bingen	Industry	Tracks 6246
Hood	House Track	Track 6231 (WE)
Home Valley	Pass Track	Track 6211 (EE)
Stevenson	Depot Runaround	East side of Crossing Track 6203
N. Bonneville	Pass Track	Track 6161
Skamania	Pass Track	Track 6155
Washougal	North Pass	Track 6103
Camas	Industry	Track 6001 (WE)

Westward

North Dalles	Spur Track	Track 6281

Eastward

Floxton	Spur Track	Track 1300

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 75.75	Maple Street
MP 59.51	Home Valley Rd
MP 53.89	Russell Ave
MP 27.71	32nd Street
MP 27.00	20th Street
MP 26.13	6th Street
MP 25.85	3rd Street

These gates can be activated by using channel 54 and entering the four digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

MP 0.29 9th Ave

These gates can be activated for Eastbound trains departing from Depot tracks 1, 2, or 3 using channel 76 and entering *029. A crossing gate indicator is located West of the crossing which will display a white light when the crossing activation sequence has been completed and it is OK to proceed. The crossing gates will remain activated for 30 seconds. A dark or red light indicates the crossing is NOT activated. If unable to obtain a white light, notify the dispatcher and protect the crossing per GCOR Rule 6.32.2. The crossing gate indicator will be identified with a sign reading “Crossing Gate Indicator”.

Tunnel Locations

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

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

All auxiliary tracks.

Wishram Yard	Store Track	Track 6532	Stairways & Railing
Dallesport	RA Barns	Track 6283	Buildings and fence
Bingen	Underwood Fruit	Track 6243	Loading Docks
	Plywood Track	Track 6246	Loading Docks
Home Valley	MP 59.7	MT	Trackside acoustic detector
Camas	House Track	Track 6004	Loading ramps on W side
	WHSE #11	Track 6008	Loading docks
	Columbia Storage	Track 6120	Loading docks
Vancouver	Team Track #1	Track 3711	Loading docks
T-6	Oregon Metal		
	Slitters	Track 2210	Loading docks
	WSI	Track 2235	Loading docks
	Oregon Transfer	Track 2240	Loading docks

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

Wishram	Yard Tracks	Tracks 6501 - 6508, 6518 - 6520
Avery	Yard Tracks	Tracks 6541 - 6542
Vancouver	30 Yard	Tracks 3032 - 3033
	SP&S Yard	Tracks 4502 - 4518
E St. Johns	Yard	Tracks 2003 - 2004
Portland	A-3	Track 703

Test Miles

MP 219.0 - MP 218.0
MP 209.0 - 208.0
MP 98.0 - 97.0
MP 20.0 - 19.0
MP 17.0 - 16.0

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

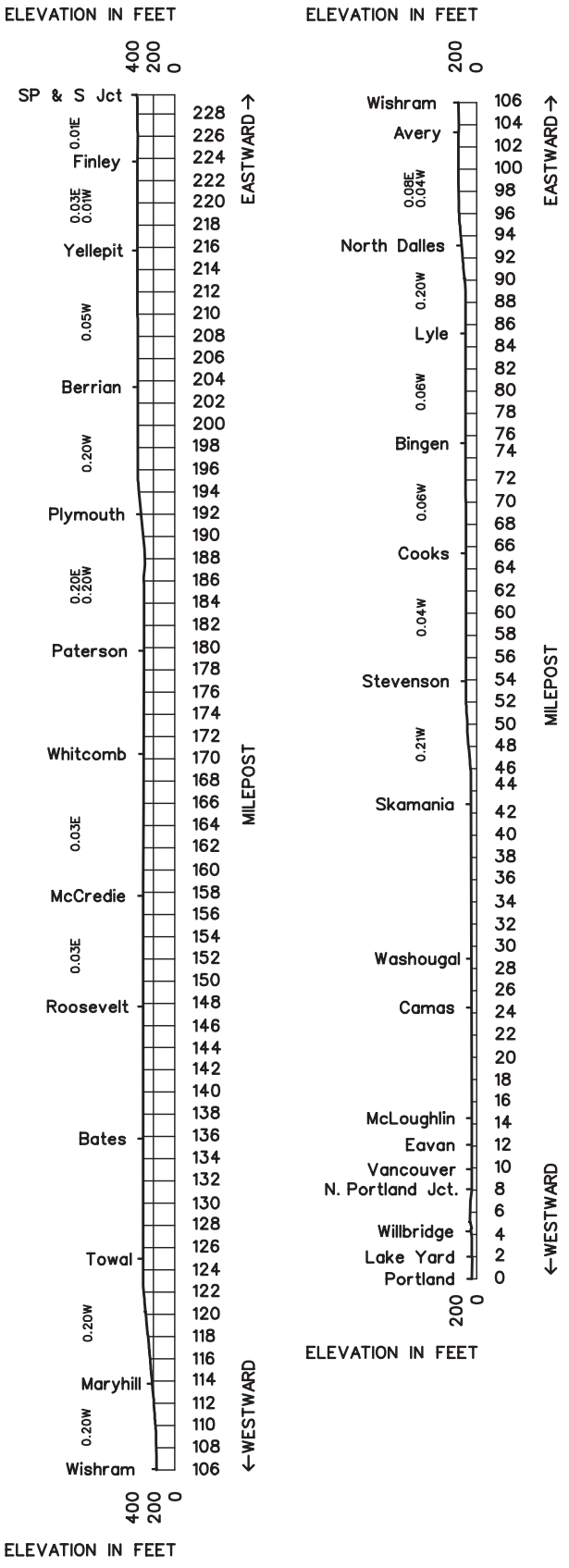
Road Line Segments

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

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
12200	Whitcomb Pit	174.3	1,925	Both
12235	Floxton Spur	140.5	966	East
12250	Towal (Spur)	124.4	615	East
12255	Cliffs (Aluminum Plant)	118.6	Yard	West
12256	Hewett	117.6	3,590	Both
12272	Avery Storage Tracks (2)	103.3	Yard	Both
12278	Dallesport Industrial Park	96.9	Yard	East
12279	Dallesport (Dam Spur)	96.6	877	West
12292	Adams	85.2	Yard	Both
12300	Underwood Fruit & Warehouse	75.0	455	East
12304	Hood	70.9	4,174	Both
12316	Home Valley	59.3	2,510	Both
12321	Stevenson (Plywood Company)	53.0	Yard	East
12326	North Bonneville (1 track)	50.3	6,450	Both
12337	Prindle	37.8	235	East
12343	Mt. Pleasant	32.1	6,148	Both
12347	Old Siding Washougal	27.6	5,000	Both
12351	Camas (Port of Washougal)	27.7	284	East
12351	Camas (CRT Spur)	25.9	125	East
12351	Camas (Hamilton Brothers)	25.8	102	East
12355	Columbia Vista Lumber Company	20.4	234	West
12363	Evan Shipyards, MT 2	11.9	Yard	West
12368	North Portland Jct. (To Terminal 6)	8.4	Yard	Both
12369	St. Johns	7.0	Yard	Both
12372	Willbridge	4.3	Yard	Both

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
				Adjoining RR: UP					
		14295	0.0	BIEBER LINE JCT. Adj. RR: UP, MP 0.0	J	Rule 6.28		1.0	
		14296	1.0	KLAMATH FALLS	BT			2.0	
			3.0	SOUTH KLAMATH FALLS		TWC	55	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				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 Adj. RR: UP, MP 202.8	JT			0.1	
			202.9	KEDDIE WYE		CTC		202.9	
				Adjoining RR: UP Between Keddie and Keddie Wye UP rules and timetable govern.					

Radio Call-In		
Radio Channel 66 in service Bieber Line Jct to Keddie		
Klamath Falls - 62(X)	Hamaker - 61(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 Mills- 64(X)	Keddie - 65(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
UPRR Radio Channel 51-51 in service at Keddie UPRR Call-in *73		

Dispatcher Information
0800-1600 Monday - Friday (817) 867-7125, Fax (817) 234-7451
1600-0800 Monday - Friday and all shifts Saturday/Sunday
(817) 867-7107, Fax (817) 234-6467
Dispatcher toll-free number (800) 285-4967

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 3.0 to MP 202.9, including trains 100 TOB and over	49 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.7	10 MPH.
MP 1.7 to MP 3.0	20 MPH.
MP 3.0 to MP 65.0	40 MPH.
MP 93.7 to MP 124.3	25 MPH.
MP 124.3 to MP 126.0	40 MPH.
MP 165.7 to MP 188.8	25 MPH.
MP 178 to MP 188, trains exceeding 135 TOB	20 MPH.
MP 188.8 to MP 196.8	40 MPH.
MP 196.8 to MP 202.8	20 MPH.

1(C). Speed—Switches, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

	Freight
On sidings	10 MPH.

1(D). Speed—Other
Almanor Railroad ..... 5 MPH.

SSI Item 1(A). Control of Harmonic Rocking on Jointed Rail—Between MP 3.0 to MP 65.0 Item 1A of System Special Instructions applies to all trains.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over
85 to 95 Degrees F	Maximum 40 MPH	Maximum 40 MPH
96 to 105 Degrees F	Maximum 35 MPH	Maximum 35 MPH

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

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

Trains 100 TOB and over prohibited on the following sidings:

Merrill Stronghold Mammoth Kephart 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 - MP 3.0

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 68.3—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.

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 MT between MP 196.3 and MP 202.7. Employees are relieved from the requirement of train inspection from the west side of the MT at this location.

Remote Control Areas—Signs located at MP 0.0 and MP 3.0 designate the Remote Control Area at Klamath Falls Yard.

Remote Control Zone—At Klamath Falls, a Remote Control Zone (RCZ) is established on the North Lead at the North End of the Yard. The Klamath Falls RCZ extends from the north side of the yard crossing on the North Lead to the AEI Reader. This RCZ is approximately 1765 feet in length.

Activation/Deactivation Procedure—A member of the working RCO crew will notify the Yardmaster when the RCZ is activated or deactivated. Before entering the Remote Control Zone (RCZ) from any location, trains or engines must contact the RCO Crew or the Yardmaster to determine if RCZ is activated. If the RCZ is NOT activated, trains or engines may proceed through RCZ unless otherwise restricted.

Mountain Grade Operation—Air Brake and Train Handling rules for mountain grade operation apply between Almanor and Greenville. The ruling grade is 2.2, percent.

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

ABTH 103.7.4—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 178 to MP 187.5.

The total brake pipe reduction to control train's speed must not exceed 15 psi. If the total brake pipe reduction exceeds 15 psi, the train must be stopped immediately.

ABTH 103.8 Emergency Brake Applications—When conditions warrant, use an emergency brake application without hesitation if any condition occurs in which there is doubt that service applications can control train speed and anytime maximum authorized speed is exceeded by 5 MPH or more.

ABTH 106.1—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.

Minimum 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 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) - 16,000 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".

SSI—Switch Control/Monitoring Systems

SPMS in effect:
NSS Bieber
SSS Bieber
NSS Halls Flat
SSS Halls Flat
NSS Westwood
SSS Westwood

POS in effect.

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	Siding	Track 9715
Malin	House Track	Track 9720
Stronghold	Industry Track	Track 9728
Tionesta	House Track	Track 9746
Lookout	Yard Track	Track 9777 (NE)
Bieber	Yard Track	Track 9812
Halls Flat	Wye Track	Tail of Wye
Lodge Pole	Siding	Track 9931 (NE)
Westwood	Yard Track	Track 9943
Crescent Mills	House Track	Track 9981

Doublestack Equipment—Trains handling doublestack equipment must have the containers in the bottom wells only. Containers are restricted to single level loading only.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 2.3	Johns Ave
MP 31.1	Hwy 139
MP 147.2	CA 44
MP 159.9	CR A21
MP 162.8	CA 36
MP 195.3	Taylorsville Rd

These gates can be activated by using channel 54 and entering the four digit MP number followed by the (#) key. The gates will remain activated for 30 seconds.

Tunnel Locations

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

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

Klamath Falls	Yard Tracks	Tracks 9301 - 9303	Loading ramps

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	Yard Tracks	Tracks 9409 - 9410
Westwood	Yard Tracks	Tracks 9942 - 9943

Test Miles
Northward
MP 195.0 - MP 194.0
MP 193.0 - MP 192.0
MP 137.0 - MP 136.0
MP 135.0 - MP 134.0

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

Long/Short Miles
MP 91.0 - MP 92.0 4,182 feet

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 - MP 135.70
MP 142.75 - MP 142.85

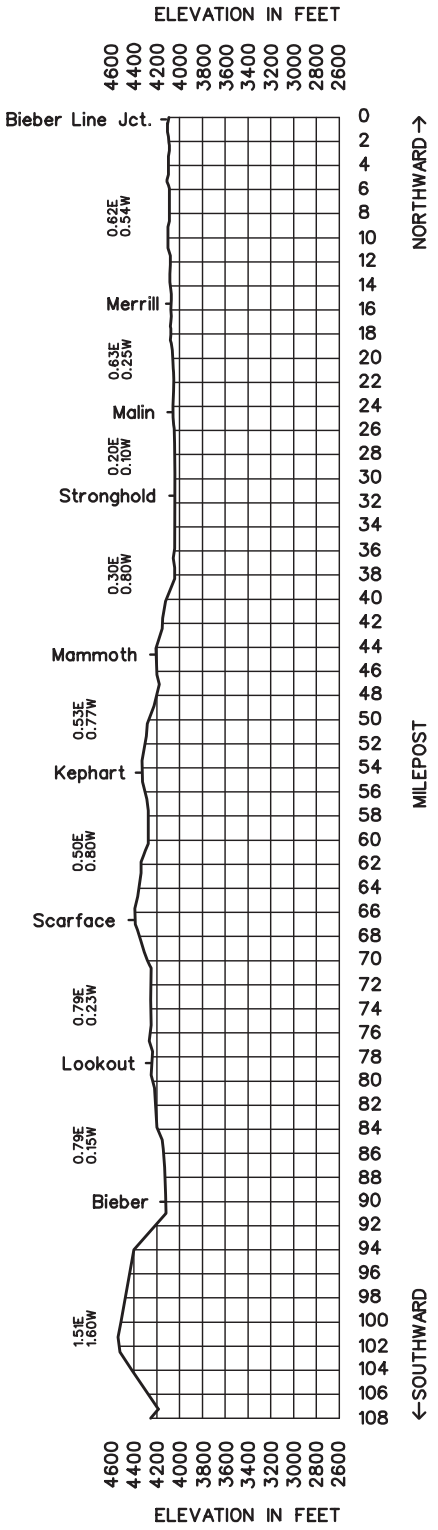
8. Line Segments
Road Line Segments

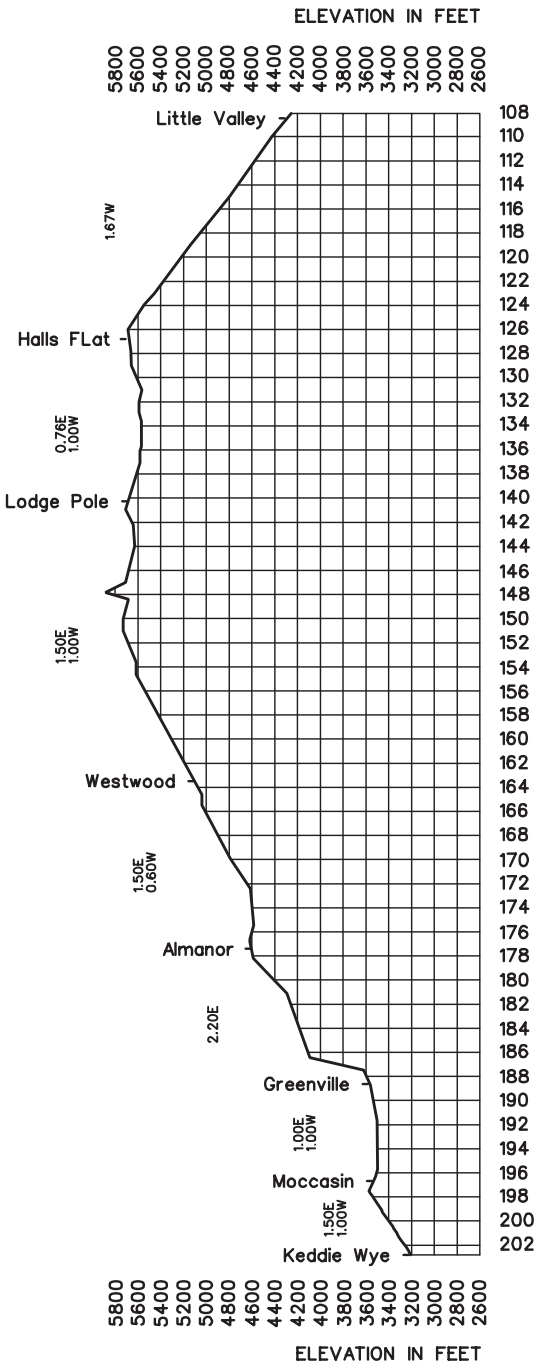
Line Segment	Limits
55	Bieber Line Jct. to Keddie

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
14300	Henley	4.2	1,275	North
14312	Stonebridge	16.7	1,130	North
14332	Hannchen	36.3	685	South
14346	Tionesta	50.7	600	Both
	Mason, CA	159.5	None	None
14540	Clear Creek Jct.	167.7	435	North
14560	Greenville Spur	188.3	3,565	North
14563	Crescent Mills	194.4	1,625	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
				Adjoining RR: KFR					
		62050	64.2	CHEWELAH		Rule 6.28		7.7	
		62043	56.5	VALLEY			376	18.1	
		62025	38.4	LOON LAKE				12.0	
		62012	26.4	DEER PARK				12.6	
		61963	13.8 1463.6	DEAN				4.5	
		61968	1468.1	MEAD		TWC		4.9	
		61972	1473.0	HILLYARD			37	3.7	
			1476.7	NAPA ST. Adj. Sub: Kootenai River, Montana Div., MP 1476.7 = MP 69.7 Adj. RR: UP, MP 1476.7;	MJX			63.5	
				Adjoining RR: UP Adjoining Sub: Kootenai River, Montana Div. Information for Napa St. is found in the Kootenai River sub. Timetable.					

Radio Call-In
Radio Channel 76 in service Chewelah to Napa Street
Chewelah - 10(X)
Emergency - Call 911
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5

Dispatcher Information
(817) 867-7072, 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, Turnouts and Sidings—None

1(D). Speed—Other

Mead, over switches and frogs on curves at Aluminum Plant	5 MPH.
MP 64.0 to MP 58.0, Old Main Line	20 MPH.

Item 1(A) of the System Special Instructions applies.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over
80 to 90 Degrees F	Maximum 40 MPH	Maximum 35 MPH
91 to 95 Degrees F	Maximum 35 MPH	Maximum 30 MPH

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
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 - 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

Hillyard	Safeway Lead	Track 312
	Pasta USA	Track 313
	Holly Lead	Track 388
Mead	Kaiser Aluminum	Track 520

7. Special Conditions
Chewelah KFR Railway—Limits from MP 64.0 to MP 60.0 are designated interchange tracks. Trains delivered for interchange will leave associated documents in the mailbox at either end of the Interchange Pass The normal position of south derail on Chewelah Interchange Pass will be in the non-derailing position, except when equipment is left unattended on the Pass.

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:
MP 1475.55 Mission Ave

These gates can be activated by using channel 76 and entering the four digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

Tunnel Location
MP 1469.2 Tunnel No. 1

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

Cline	Allied Mineral	Track 357	Buildings
Deer Park	Stub	Track 380	Fences

Test Mile
MP 55.0 - MP 54.0
MP 1465.0 - MP 1464.0

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 - MP 62.0
MP 54.8
MP 45.81
MP 20.0 - MP 19.0

8. Line Segments

Road Line Segments

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

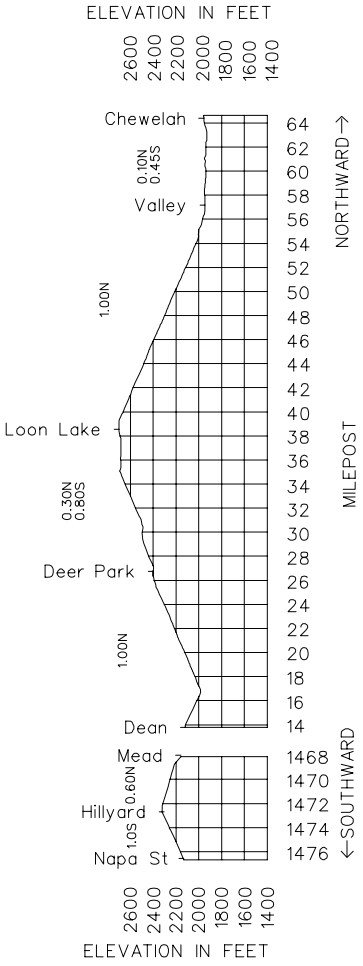
Yard Line Segment

Line Segment	Limits
653-655	Hillyard Shop Yard

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
62050	Chewelah Interchange Pass	61.5	7,800	Both
62043	Valley	56.5	3,420	Both
62042	Lane Mtn. Silica Spur	55.7	2,078	Both
62034	Cline	47.9	912	Both
62025	Loon Lake	38.4	2,059	Both
62012	Deer Park	26.4	Yard	Both
61963	Dean Spur	14.1	1,250	South
61968	Mead	1468.1	Yard	Both
61972	Hillyard	1473.0	Yard	Both

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
	Adjoining Sub: Spokane. Information for Sunset Jct. is found in the Spokane sub. Timetable.								
		01877	1.1	SUNSET JCT. Adj. Sub: Spokane, MP 1.1 = 72.6	J	CTC	46	1.6	
	12,641	63002	2.6	EMPIRE				6.4	
		63007	9.3	MARSHALL Adj. Sub: Spokane, MP 8.7	T			2.6	
		63009	11.8	LAKESIDE JCT. Adj. Sub: Spokane, MP 11.8	J			4.8	
		63014	16.6	CHENEY	T			3.2	
	8,100	63019	19.8	BABB				9.9	
	8,100	63028	29.7	FISHTRAP				12.5	
	8,100	63039	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	63069	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	
		63095	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				3.2	
			140.2	PASCO EAST	M X(2)	2MT CTC		1.9	
			142.1	COUGAR	MX			0.6	
			142.7	HUSKY	MX			2.6	
			145.3	GRAPEVINE	M X(2)	3MT CTC		0.3	
		12143	145.6	PASCO CENTER	BMT	2MT CTC		0.3	
			145.9	PASCO WEST	M			0.4	
			146.3	WEST WYE Adj. Sub: Burbank, MP 146.7	MJ			1.2	
		12146	147.5	SP&S JCT (Columbia River Drawbridge) Adj. Sub: Fallbridge, MP 147.5=MP 229.7 Adj. Sub: Yakima Valley, MP 147.5	MJ	CTC		149.4	
	Adjoining Sub: Fallbridge Adjoining Sub: Yakima Valley Information for SP&S Jct. is found on the Fallbridge sub. Timetable.								

Radio Call-In		
Radio Channel 76 in service Sunset Jct to Marshall		
Spokane - 52(X)		
Radio Channel 70 in service Marshall to Pasco East.		
Lakeside - 53(X)	Fishtrap - 61(X)	Tokio - 57(X)
Lind - 62(X)	Hatton Canyon - 65(X)	Connell - 63(X)
Pasco - 64(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 89 in service Pasco East to SP&S Jct		

Dispatcher Information
Sunset Jct. to Marshall—(817) 867-7072, Fax (817) 234-1610
Marshall to SP&S Jct—(817) 867-7071, Fax (817) 234-1620

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1.1 to MP 145.6	79 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.
MP 0.1B to MP 5.7B (Walla Walla Industrial Lead)		10 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions:

Trains consisting entirely of loaded doublestack 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.	50 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, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Empire siding	10 MPH.	10 MPH.
Marshall to Scribner, crossover	25 MPH.	25 MPH.
Lakeside Jct. turnout	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Babb, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Fishtrap, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Sprague, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Keystone, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		35 MPH.
Tokio, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Essig, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		35 MPH.

	Passenger	Freight
Paha, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Sand, turnouts	50 MPH.	50 MPH.
Trains 100 TOB and over		40 MPH.
Beatrice, turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		35 MPH.
Cunningham, turnouts	50 MPH.	50 MPH.
Trains 100 TOB and over		40 MPH.
Connell, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Cactus, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Eltopia, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Glade, turnouts	50 MPH.	50 MPH.
Trains 100 TOB and over		40 MPH.
Pasco East, turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		35 MPH.
Cougar, turnouts	40 MPH.	40 MPH.
Trains 100 TOB and over		35 MPH.
Husky, turnouts	40 MPH.	40 MPH.
Trains 100 TOB and over		35 MPH.
Grapevine, turnouts	40 MPH.	40 MPH.
Trains 100 TOB and over		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

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, MT 3, MP 146.1 to MP 146.6	25 MPH.	25 MPH.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 55 MPH	Maximum 45 MPH	Maximum 70 MPH
96 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 MPH

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

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

Sunset Jct. to Pasco	143 tons, Restriction A
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 on the following tracks.

Cheney	Wye Track	Track 2299
Ritzville	Greens Track (east 500')	Track 1533
Port of Walla Walla	Lead Track	Track 900

3. Type of Operation
CTC—in effect:
MP 1.1 to MP 147.5

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

Between Villard Jct. and Riparia Union Pacific Rules and Timetable governs.

Interlockings and Drawbridges
Bridge 3.3 Snake River Bridge at MP 3.3B (Walla Walla Industrial Lead)
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.

Maintenance of Way instructions—To occupy the interlocking limits, employees must obtain authority from the Pasco Operator and receive verbal permission from the bridge tender.

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 bridge operator or signal employee 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 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits, employees must receive verbal permission from the bridge operator. They must also obtain authority from the Pasco 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 - 2.7 (WIR RR)
Cheney MP 0.0 - 3.5 (EWG RR)
Pasco Center MP 0.0B to Villard Jct. 5.7B (Walla Walla Industrial Lead)

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

MP	31.0	Fishtrap (WE)—Setout track	Track 1572
MP	54.8	CFI (EE)	Track 1541
MP	55.1	CFI (WE)	Track 1541
MP	65.1	Ritzville—Loading Dock	Track 1534
MP	81.9	Lind—East elevator	Track 1513
MP	82.3	Lind—West elevator	Track 1513
MP	91.0	Beatrice—MT 1 Setout track	Track 1481
MP	91.0	Beatrice—MT 2 Setout track	Track 1482
MP	97.9	Cunningham—MT 1 Setout track	Track 1472
MP	119.8	Simplot—Spur	Track 1435
MP	128.8	Old Eltopia—Spur	Track 1421
MP	137.9	Glade—MT 2 Cenex	Track 1403
MP	138.4	Glade—MT 1 EE Asphalt	Track 1406
MP	138.7	Glade—MT 1 WE Asphalt	Track 1406
MP	144.7	Pasco—MT 1 Century 21	Track 115
MP	145.1	Pasco—MT 1 Easter Day	Track 125

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. 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: 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

Pasco Yard	Storage tracks	Tracks and lead including switches 2608 - 2616
	City Lead	Track 305 from fouling point of switch at MP 146.2.
	Old Roundhouse facility	Tracks 501-507, 541 - 560.

7. Special Conditions

Marshall WIR Railroad—The WIR Railroad begins at MP 1.0. Limits also designated as interchange track.

Cheney EWG Railroad—The EWG Railroad begins at MP 1.0. Limits also designated as interchange track.

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.

F St. Crossing, MP 16.39 on CW Main, Track 2297 - Crossing warning system requires all movement stop and wait 20 seconds prior to occupying grade crossing.

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. Bonded derails, electric lock must be operated prior to lining derail.

Sprague—When stopping on the MT 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).

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 MT 1, MT 2, MT 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 MT 1, MT 2, MT 3, and East Side Pocket tracks. Trains and engines may act on verbal track permit authority before occupying or fouling MT 1, MT 2, MT 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 Areas—Signs located at MP 2.7B Walla Walla Industrial Lead and MP 137.0 Glade and MP 147.5 SPS Jct.

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	ADM Wheat Track	Track 2215	Buildings
	ADM Flour Track	Track 2216	Buildings, engines will not clear
	Rosalia Spur	Track 2217	Buildings
Sprague	Elevator Track	Track 1563	Buildings
	Pioneer Track	Track 1565	Loading docks
Ritzville	Greens Track	Track 1533	Buildings
	Cash Hardware	Track 1534	Loading docks
Lind	Union Elevator	Track 1513	Buildings
	Mill Track	Track 1515	Loading racks
	Loomis Track	Track 1516	Loading docks
Cunningham	Union Elevator	Track 1473	Buildings
Pasco	Wilbur Ellis	Track 602	Gates
	House Track 1	Track 610	Buildings
	Cle-Jon Team Track	Track 795	Loading docks
	Rip Track 2	Track 2512	Overhead equipment

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

Connell	MT	Track 1457 - MT	MP 109.7
	Yard Tracks	Tracks 1457-1462	

Duplicate Mile Posts—Between the following locations a "B" has been added to the mile posts because the duplicate mile posts exist elsewhere on the subdivision:
Walla Walla Industrial Lead, Pasco Center MP 0.0B to Villard Jct. MP 5.7B

Test Miles
MP 35.0 - MP 36.0
MP 132.0 - 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 - MP 20.5
MP 69.0
MP 82.3
MP 97.0 - MP 98.0
MP 107.0 - MP 108.7

8. Line Segments

Yard Line Segments

Line Segment	Limits
684	Cactus
471	Pasco Hump
630	Pasco
631	Pasco WFE
450	Villard Jct to Ainsworth Jct

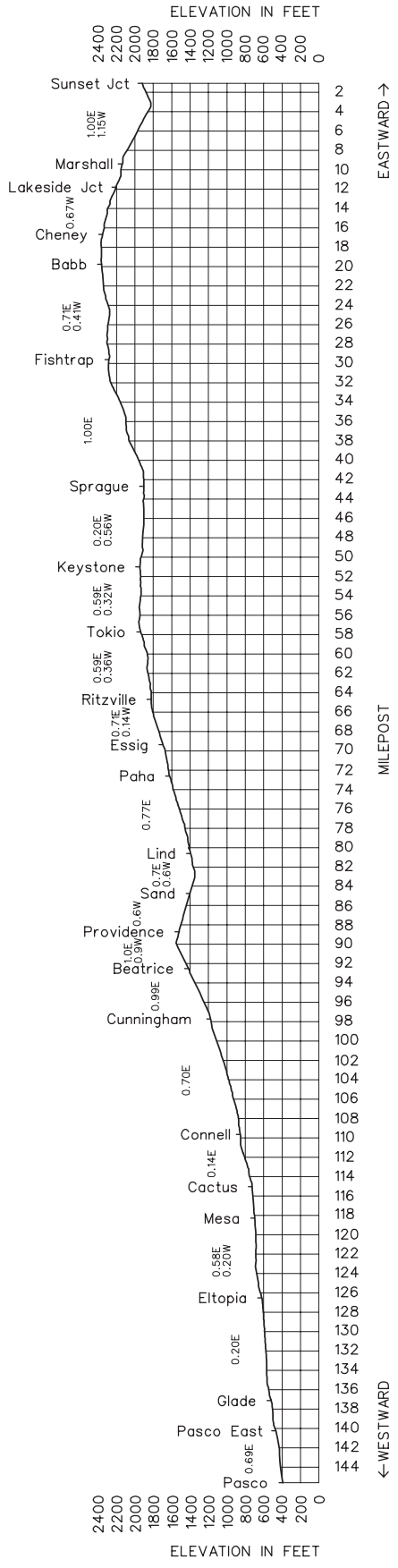
Road Line Segments

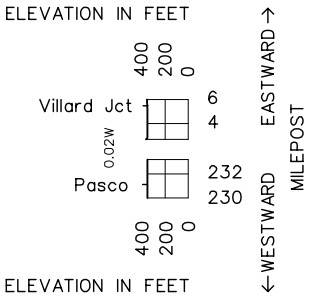
Line Segment	Limits
46	Sunset Jct. to Pasco
47	Pasco to Ainsworth Jct.

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
63007	Marshall	9.3	Yard	Both
63014	Cheney	16.6	Yard	Both
63028	Fishtrap Setout Track	31.1	807	West
63034	Missile Base Ballast Pit	35.8	4,902	Both
63039	Sprague Old Siding	41.1	Yard	Both
63048	Keystone Siding Set Out Track	52.7	440	West
63054	Tokio - C&F Ind.	55.2	Yard	Both
63054	Tokio - SemStream LP	56.1	1,209	West
63060	Templin Terminals	62.7	7,200	Both
63062	Ritzville	64.9	Yard	Both
63079	Lind	80.5	Yard	Both
63090	Beatrice Set Out Track, MT 1	91.0	610	East
63090	Beatrice Set Out Track, MT 2	91.0	575	East
63095	Cunningham Setout MT 1	97.8	415	West
63095	Cunningham Elevator Track, MT 2	97.4	1,932	Both
63108	Connell Eastward Siding	109.7	Yard	Both
63108	Connell Westward Siding	110.7	Yard	West
63108	Lamb Weston Lead	111.3	Yard	East
63113	Cactus Siding Pit	115.9	Yard	West
63117	Mesa	120.3	Yard	Both
63117	Simplot	119.8	720	East
63126	Eltopia Elevator Track	128.9	Yard	West
63131	Sagemoor	133.1	4,565	Both
63135	Potato Growers, MT 2	138.3	Yard	West
63135	Asphalt Plant, MT 1	138.4	720	Both
12141	Big Pasco	1.7B	Yard	West
12142	Ainsworth Jct	2.7B	Yard	West
12140	East Pasco	2.8B	Yard	West
64102	Snake River Bridge	3.3B	Bridge	Auto Interlocking
64103	Port of Walla Walla Spur	4.0B	Yard	East
64104	Burbank	4.0B	12 cars	Both
64106	Villard Jct	5.7B	Yard	Jct UPRR
64112	Attalia	UP MP 0.5	Yard	Both
64113	Wallulla	UP MP 215.4	Yard	Both

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
				Adjoining RR: CN					
		15111	141.3	FRASER RIVER JCT.		CTC	56	1.8	
	5,800W 6,063E	15109	139.5	BROWNSVILLE				2.6	
		15106	136.9	TOWNSEND				3.4	
	10,539		133.5	OLIVER				2.0	
			131.5	MUD BAY WEST				0.7	
				Between Mud Bay West and Colebrook track dispatched by BCR					
		15100	130.8	COLEBROOK To Roberts Bank BCR 15.5		CTC	56	3.2	
			127.6	BRIDGE 127.6 (Mud Bay Swingspan)	+			7.7	
		15091	119.9	WHITE ROCK				0.3	
			119.6	USA CANADA BORDER				21.7	
				Adjoining Sub: Bellingham					

BNSF New Westminster Subdivision Daily Operating Bulletin limits are in effect between Mile 119.6 to Mile 130.8 and Mile 131.5 to Mile 141.3 and on all BNSF Non-Main tracks at New Westminster and Vancouver.

Radio Call-In		
Radio Channel 66 in service Fraser River Jct. to USA Canada Border		
Burnaby RTC - 021 Coordinator - 022	New Westminster RTC - 031 Coordinator - 032	Blaine RTC - 071 Coordinator - 072
Radio Channel 31 and 28 for switching New Westminster Yard.		
Channel 31 RTC - 041 Coordinator - 042	Channel 28 RTC - 061 Coordinator - 062	

RTC Information
(604) 520-5203

Detector Desk 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.	35 MPH.
MP 139.0 to MP 136.6	50 MPH.	
MP 134.3 to MP 133.7	50 MPH.	
MP 132.0 to MP 131.5	40 MPH.	35 MPH.
MP 131.5 to MP 129.8	45 MPH.	35 MPH.
MP 129.8 to MP 129.3 Bridge 129.3	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 127.6	15 MPH.	15 MPH.
MP 127.6 to MP 124.4	35 MPH.	35 MPH.
MP 122.7 to MP 120.9 (HER)	21 MPH.	21 MPH.
MP 120.9 to MP 119.6	50 MPH.	30 MPH.

1(C). Speed—Switches, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

	Passenger	Freight
Brownsville, east siding	25 MPH.	25 MPH.
Movements northward from east siding to main track must approach Tannery road crossing, Mile 140.5, not exceeding restricted speed until the crossing gate arms are fully down.		
Brownsville, west siding	10 MPH.	10 MPH.
Oliver, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Mud Bay West, turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Colebrook, turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.

1(D). Speed—Other
Bridges 140.8, 137.4, 127.6 cars heavier than 138 tons ..... 10 MPH.

Temperature Restrictions
Hot Weather—When ambient temperature (air) is in one of the following ranges, maximum authorized speed from chart below applies unless a more restrictive speed is in effect. Notify the RTC when train is heat restricted.

If temperature exceeds range in chart below, the Engineering Department will issue further restrictions through Form V General Bulletin order.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 100 Degrees F	Maximum 40 MPH	Maximum 40 MPH	Maximum 60 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 119.6

Rail Traffic Controllers—The territory between USA Canada Border, MP 119.6 to South Controlled Block Signal Colebrook, MP 130.8 and North Controlled Block Signal Mud Bay West, MP 131.5 to Fraser River Junction, MP 141.3 is under the jurisdiction of the BNSF RTC at New Westminster.

The territory between South Controlled Block Signal Colebrook, MP 130.8 and North Controlled Block Signal Mud Bay West, MP 131.5 is under the jurisdiction of the BC Rail Port Subdivision RTC.

Interlockings and Drawbridges—The swingspan bridge at MP 127.6 is a locally controlled interlocking. When interlocking signals display stop indication, CROR rule 609 applies to movements and CROR rule 808 applies for track work and track units. Maintenance of Way employees and track units who receive verbal authority to enter the interlocking from the signalman will be protected until such time as they report clear of the interlocking limits. 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	MW 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 - Capilano Way—CROR Rule 103.1(d) applies at Stop Signs located at Capilano Way crossing.

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 Brownsville and the USA Canada border—The following BNSF crossings have been identified by the Surrey RCMP as priority crossings:

Elevator Road	MP 138.94
Beecher Street	MP 127.17
McBride Avenue	MP 126.85

If for any reason a train is stopped across any one of these crossings for more than five minutes crew must immediately contact the RTC with an emergency radio call so that the RTC may promptly notify Emergency services of the blockage.

Between Mud Bay West and Colebrook—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.

Between MP 120.9 and MP 122.7—Account Transport Canada Order, all movements must ring engine bell continuously while in motion within these limits.

USA Canada Border—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.

Southward trains originating in Canada destined to USA:

Must FAX from their on duty point a completed US Customs and Border Protection Rail Crew Report to 785-676-4941 and 604-520-5202, both of these numbers are BNSF numbers. Your title, (example: Engineer, Conductor) must be included with your Family and given names. This form must also include the Train Symbol and ETA at the Border. The form must be legible.

The RTC will be advising US Customs of your ETA at Swift based on the time your train passed Townsend or your departure time from Roberts Bank, therefore it is critical to report promptly to the RTC anything that would impact your arrival time at Swift promptly to the RTC.

Contact the RTC when approximately 10 minutes away from the USA Canada Border. The RTC will then proceed to contact US Border Patrol. Do not cross the border until permission is received from either the RTC of US Customs.

If cars are to be setout prior to your arrival at VACIS, the RTC or Coordinator will advise which cars are to set out and where to set them out. If US Customs advises you of cars to setout when going through VACIS, cars are to be set out at Swift.

All MW on track equipment before crossing the border must contact Roadmaster to ensure that all required documentation has been submitted and that Roadmaster has contacted the respective Customs and Immigration for permission to cross the border.

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP	140.5	Tannery Rd
MP	139.0	Elevator Rd
MP	137.03	River Rd
MP	127.16	Beecher Ave
MP	0.64	Nordel Way (Tilbury Line)
MP	3.65	River Rd (Tilbury Line)

These gates can be activated by using channel 54 and entering the three digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

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.

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

Vancouver	WR Grace	Track 6354	Buildings & fence
New Westminster	Euro Asia	Track 5140	Loading docks
	Track 14	Track 5614	Fences

Test Mile
MP 128.0 - MP 129.0

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 125.11 (Bridge 68.08)
MP 124.84 (Bridge 67.07)

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

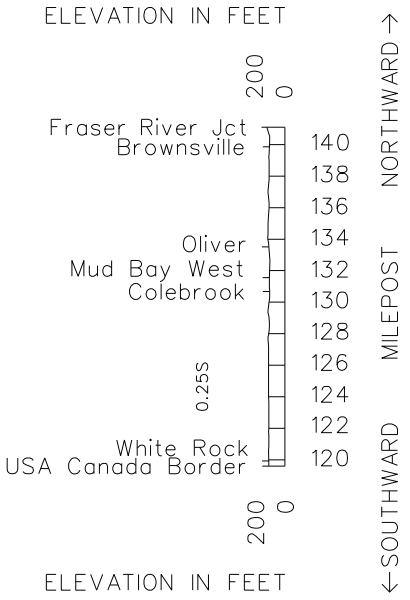
Road Line Segments

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. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
15129	Vancouver	155.9	Yard	Both
15114	New Westminster	144.5	Yard	Both
15108	Delta-Alaska Terminal	138.7	Yard	Both
15106	Tilbury Line Jct.	137.3	Industrial Lead	North
66504	Tilbury Island Dock (on Spur)	4.4	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
				Adjoining Sub: Fallbridge					
			0.2	FALLBRIDGE Adj. Sub: Fallbridge, MP 0.2	JT	CTC	53	0.2	
			0.4	MP 0.4				0.2	
			0.6	CELILO BRIDGE	M			0.4	
		14002	1.0	OT JCT Adj. RR: UP, MP 1.0	AJ	ABS TWC		4.4	
	4,330	14006	5.4	MOODY				12.4	
	5,440	14018	17.8	LOCKIT				8.1	
	2,520	14026	25.9	DIKE				4.0	
	2,530	14030	29.9	SINAMOX				9.3	
	6,290	14040	39.2	OAKBROOK				15.0	
	1,460	14055	54.2	MAUPIN				0.9	
	4,400	14056	55.1	CAMBRAI				8.2	
	2,460	14064	63.3	NENA				7.3	
	5,470	14071	70.6	DIXON				9.0	
	5,290	14080	79.6	KASKELA				5.7	
	5,380	14086	85.3	SOUTH JCT				8.2	
	1,740	14094	93.5	GATEWAY				5.8	
	5,300	14100	99.3	PAXTON				5.4	
	2,470	14105	104.7	MADRAS				5.0	
	4,885	14111	109.7	ROUND BUTTE				4.8	
	2,540	14115	114.5	CULVER				6.6	
	5,530	14122	121.1	OPAL CITY				7.9	
	2,540	14130	129.0	TERREBONNE				2.8	
	4,200	14132	131.8	PRINEVILLE JCT Adj. RR: CORP, MP 132.0	J			2.3	
	5,120	14135	134.1	REDMOND				9.2	
	6,330	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 Adj. RR: UP, MP 67.8Z	J			75.4	
				Adjoining RR: UP Between Chemult and Bieber Line Jct., UP rules and timetable govern					

Radio Call-In		
Radio Channel 66 in service		
Moody - 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 37.5Z - 15(X)	Chemult - 31(X)
Klamath Falls - 62(X) - Adjacent Dispatcher		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 96-96 in service UP Cascade subdivision between Chemult and Calimus		
Radio Channel 45-45 in service UP Cascade subdivision between Calimus and Bieber Line Jct.		

Dispatcher Information
Celilo Bridge to OT Jct.—(817) 867-7070, Fax (817)234-1624
OT Jct. to Chemult—(817) 867-7107, Fax (817) 234-6497
Dispatcher toll-free number—(800) 285-4967

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, including trains 100 TOB and over	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 75.1 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 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, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

On sidings ..... 10 MPH.

1(D). Speed—Other
SSI Item 1(A) Control of Harmonic Rocking on Jointed Rail—MP 87.3 to MP 98.1 Item 1(A) of System Special Instructions applies to all trains.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over
90 to 95 Degrees F	Maximum 50 MPH	Maximum 45 MPH
96 to 100 Degrees F	Maximum 45 MPH	Maximum 40 MPH

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
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, 8221

3. Type of Operation
CTC—in effect:
MP 0.2 to MP 1.0

TWC—in effect:
MP 1.0 to MP 67.8Z

ABS—in effect:
MP 1.0 to MP 149.8

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—in effect:
MP 0.4 to 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—Do not block Celilo Village crossing.

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

SSI—Switch Control/Monitoring Systems
POS in effect.

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	Pass
Maupin	Track 8441	Industry
South Jct.	Track 8466	House Track
Madras	Track 8515	House Track
Round Butte	Track 8620	House Track
Culver	Track 8640	Pass
Opal City	Track 8665	Mallories Dairy
Terrebonne	Track 8701	Pass
Redmond	Track 8728	Old Storage
Bend South	Track 8052	Roundhouse #2
Bend North	Track 8109	Team Track
Cascan	Track 8484	Team Track
Lava	Track 8901	South End Pass
Beal	Track 8920	Industry Track
Rosedale	Track 9009	South End Pass
Chemult	Track 9021	House Track

Doublestack Equipment—Trains handling doublestack equipment 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 doublestacked.

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 137.0	Airport Way
MP 149.8	Butler Market Rd
MP 150.5	Revere Rd,
MP 00.98Z	Reed Market Rd,
MP 28.29Z	Hwy 97 (Code 2829#)

These gates can be activated by using channel 54 and entering the four digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

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) - 16,000 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”.

Tunnel Locations

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

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

Madras	House Track	Track 8515	Buildings
Round Butte	Warehouse 1	Track 8631	Buildings

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

Bend	Yard Tracks	Tracks 8041 - 8042

Duplicate Mile Posts—Between the following locations a "Z" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:
Between Bend and Chemult—MP 0.0Z to MP 67.8Z

Test Miles
Southward
MP 7.0 - MP 8.0
MP 6.0Z - MP 7.0Z.

Northward
MP 63.0Z - MP 62.0Z.
MP 148.0 - MP 147.0

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 - MP 85

8. Line Segments

Road Line Segments

Line Segment	Limits
53	Fallbridge to Bend
54	Bend to Chemult

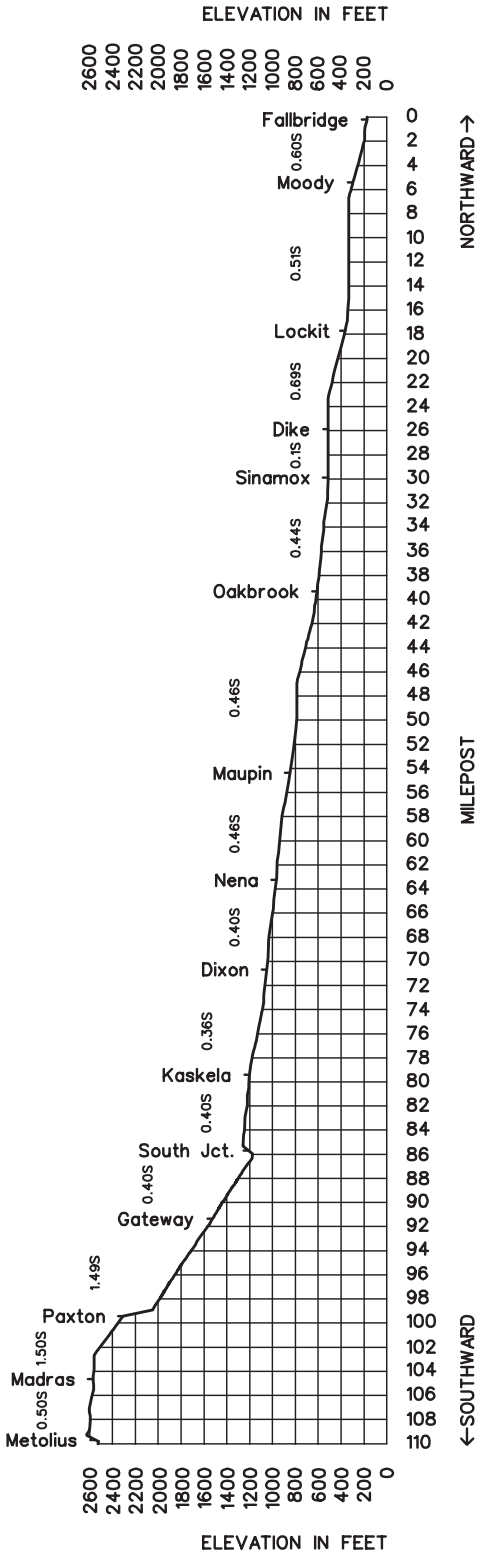
Yard Line Segments

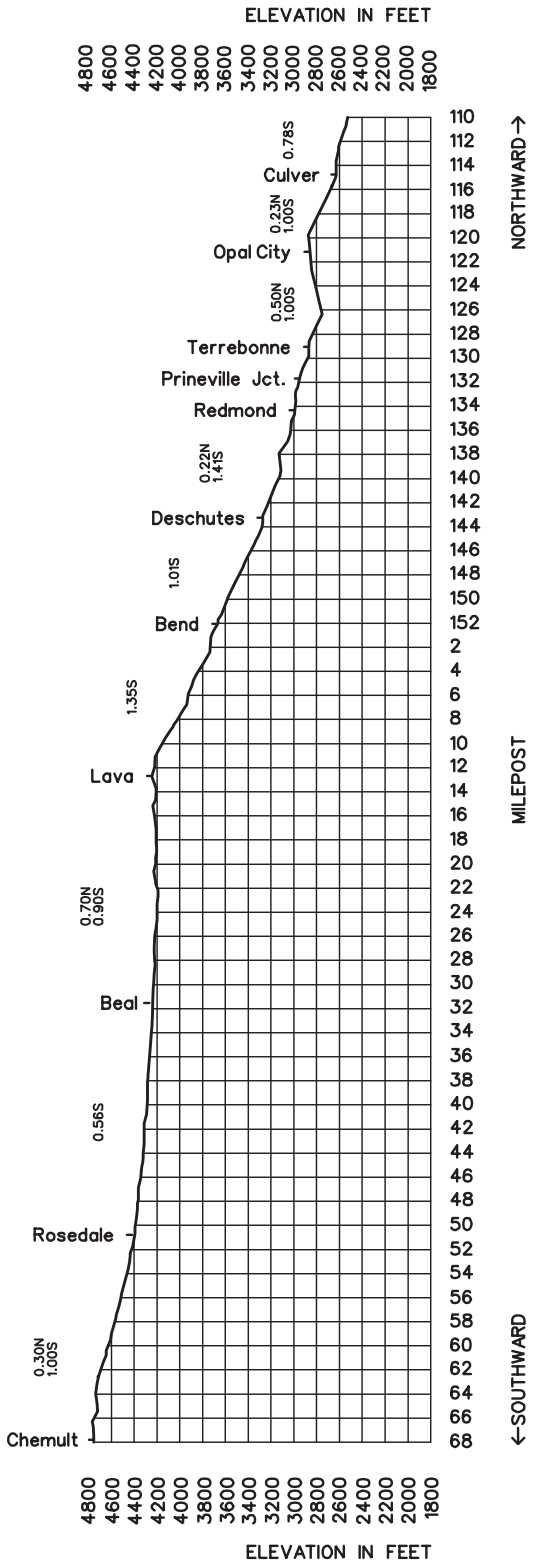
Line Segment	Limits
637	Bend O.T.
638	Cascan

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
14047 Sherar	46.9	600	North
14051 Tuscan	50.4	1,150	North
14068 Dant	67.0	210	North

10. Grade Chart




ELEVATION IN FEET
4800 4600 4400 4200 4000 3800 3600 3400 3200 3000 2800 2600 2400 2200 2000 1800
0.78S
Culver
0.23N
1.00S
Opal City
0.50N
1.00S
Terrebonne
Prineville Jct.
Redmond
0.22N
1.41S
Deschutes
1.01S
Bend
1.35S
Lava
0.70N
0.90S
Beal
0.56S
Rosedale
0.30N
1.00S
Chemult
110 112 114 116 118 120 122 124 126 128 130 132 134 136 138 140 142 144 146 148 150 152 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68
NORTHWARD →
MILEPOST
← SOUTHWARD
4800 4600 4400 4200 4000 3800 3600 3400 3200 3000 2800 2600 2400 2200 2000 1800
ELEVATION IN FEET

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
				Adjoining Sub: Columbia River					
		02044	1650.2	WENATCHEE	BY	2MT ABS		2.7	
			1652.9	OLDS JCT. Adj. RR: CSCD, MP 1652.8	JY			8.3	
	8,049	02056	1661.2	CASHMERE				11.0	
	7,659	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				11.8	
	8,949	02116	1732.3	SKYKOMISH	T	CTC		7.2	
	10,099	02124	1739.5	BARING			37	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	T			1.0	
		02159	1776.2	SNOHOMISH JCT. WEST Adj. RR: GNPR, MP 1776.2	JT			4.7	
	8,140	02163	1780.9	LOWELL Adj. Sub: Bellingham, MP 1780.7	J			1.8	
		02165	1782.5	PA JCT. Adj. Sub: Bellingham, MP 1781.6	JX			0.2	
		02166	1782.7	EVERETT	B			0.2	
	2,560	02164	1782.9	BROADWAY				1.8	
		02169	1784.7 32.2	EVERETT JCT. Adj. Sub: Bellingham, MP 1784.7	JX			0.8	
			31.4	HOWARTH PARK	X	2MT CTC		2.5	
			28.9	CP MUKILTEO	X(2)			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)		50	2.6	
		02193	6.5	BALLARD Adj. RR: BTR, MP 7.3	J			0.2	
			6.3	BRIDGE 6.3 (Ballard Bridge)	M			1.2	
			5.1	23RD AVENUE	X(2)			0.2	
		02195	4.9	INTERBAY (Balmer Yard)	BT	2MT CTC		0.8	
			4.1	MAGNOLIA	X(2)			0.7	
			3.4	GALER STREET	X(2)			1.8	
			1.6	NORTH PORTAL	X(2)			1.5	
			0.1	SOUTH PORTAL	X			0.1	
		02201	0.0	SEATTLE (King St. Station)	BX(2)			155.7	
				Adjoining Sub: Seattle Information for Seattle is found in the Seattle sub. Timetable.					

Radio Call-In		
Radio Channel 66 in service Wenatchee to Lowell		
Wenatchee - 27(X)	Cashmere - 29(X)	Merritt - 30(X)
Cascade Tunnel - 57(X)	Skykomish - 31(X)	Index - 39(X)
Monroe - 32(X)	Everett - 34(X)	
Radio Channel 54 in service at Everett and Edmonds for MW		
Everett MW - 37(X)	Edmonds MW - 38(X)	
Radio Channel 76 in service Lowell to MP 18		
Everett - 37(X)	Mukilteo - 35(X)	
Radio Channel 70 in service MP 18 to Seattle		
Richmond Beach - 36(X)	Interbay - 54(X)	Seattle - 53(X)
King Street Tunnel - 52(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel TX 97 / RX 34 in service for local communication within the Cascade Tunnel (Blue MRAS).		

Dispatcher Information
Wenatchee to Lowell—(817) 867-7082, Fax (817) 234-1616
Lowell to MP 18—(817) 867-7081, Fax (817) 234-1608
MP 18 to Seattle—(817) 867-7074, 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 MT 1	25 MPH.	25 MPH.
MP 1650.2 to MP 1651.1 MT 2	35 MPH.	35 MPH.
MP 1651.1 to MP 1652.9 MT 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.
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.
Trains 100 TOB and over		15 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.

	Talgo	Passenger	Freight
MP 1782.9 to MP 1783.1	33 MPH.	25 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.
Signal 30.1, MT 1, WWD, (HER)			
Trains 100 TOB and over			35 MPH.
Signal 29.9, MT 2, WWD, (HER)			
Trains 100 TOB and over			35 MPH.
MP 29.2 to MP 28.1	55 MPH.	55 MPH.	50 MPH.
Mukilteo MP 29.0 to MP 27.0 (HER)			30 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.
Ballard—Over Bridge 6.3		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.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Olds Jct.	25 MPH.	25 MPH.
Cashmere, siding turnouts	30 MPH.	25 MPH.
Leavenworth, siding turnouts	30 MPH.	25 MPH.
Winton, siding turnouts	30 MPH.	25 MPH.
Merritt, siding turnouts	30 MPH.	25 MPH.
Berne, siding turnouts	30 MPH.	25 MPH.
Scenic, siding turnouts	20 MPH.	20 MPH.
Skykomish, siding turnouts	20 MPH.	20 MPH.
Baring, siding turnouts	20 MPH.	20 MPH.
Gold Bar, siding turnouts	20 MPH.	20 MPH.
Monroe, siding turnouts	20 MPH.	20 MPH.
Snohomish Jct. West	10 MPH.	10 MPH.
Lowell, siding and running switch	20 MPH.	20 MPH.
PA Jct.	30 MPH.	25 MPH.
Broadway, siding turnouts	25 MPH.	25 MPH.
Everett Jct.	25 MPH.	25 MPH.
Howarth Park	35 MPH.	35 MPH.
CP Mukilteo, both crossovers	50 MPH.	50 MPH.
Trains 100 TOB and over		35 MPH.
MP 28	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
MP 27	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
MP 18	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
MP 16	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Blue Ridge, crossovers	50 MPH.	45 MPH.
Trains 100 TOB and over		35 MPH.
23rd Ave, crossovers MT to MT	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
Magnolia, crossovers MT to MT	40 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Galer Street, crossovers MT to MT	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
South Portal, crossovers	30 MPH.	25 MPH.

1(D). Speed—Other

Trains entering or leaving Branch at Olds Jct. control point	10 MPH.
Lowell Running Track	20 MPH.
Everett—Commuter station spur	20 MPH.
Everett Pier to Mukilteo, while handling 24-foot hi-wide Boeing Container cars	Restricted Speed.
Trains handling car kinds M2F and M3F (AutoMax cars) on MT 2 between MP 1.11 and MP 0.15	13 MPH

Note: Car kinds M2F and M3F (AutoMax cars) are not permitted on MT 1 between MP 1.11 and MP 0.15

Temperature Restrictions

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 94 Degrees F	Maximum 50 MPH	Maximum 45 MPH	Maximum 70 MPH
95 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 MPH

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

Broadway	Cascade Builders	Track 605
Richmond Beach	Paramount Industries	Tracks 903, 906

3. Type of Operation

CTC—in effect:
MP 1652.9 to MP 0.0

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 0.0

ABS—in effect:
MP 1650.2 to MP 1652.9

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.

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 operator or signal employee 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 operator. When the bridge operator has given authority to proceed, the train must proceed per GCOR Rule 9.12.2.

Maintenance of Way instructions—To occupy the interlocking limits, employees must receive verbal permission from the bridge operator. They must also obtain authority from the train dispatcher.

To perform minor work and routine inspection on the portion of track on the bridge protected by derails, employees need to only receive verbal permission from the bridge operator. Prior to providing permission, the bridge operator must position the derails in the derailing position.

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 Passenger Operations 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 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations:

Location	Milepost	Crossing Name
Wenatchee, WA	1650.40	Orondo Street
Wenatchee, WA	1650.54	Worthen Street
Wenatchee, WA	1650.54	Worthen Street
Wenatchee, WA	1650.94	5th Street UC
Wenatchee, WA	1651.30	9th Street
Wenatchee, WA	1651.93	North Miller Street
Wenatchee, WA	1652.36	Hawley Street
Mukilteo, WA	28.88	Mount Baker Ave
Seattle, WA	1.77	Broad Street
Seattle, WA	1.68	Clay Street
Seattle, WA	1.57	Vine Street
Seattle, WA	1.51	Wall Street

All other whistle requirements remain in effect.

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—in effect:
Olds Jct. to MP 6.0X on Line Segment 387.

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.

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 1762.2—EWD—Recall Code 308
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 2.1—DED—EWD—Recall Code 218

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 1762.2—WWD—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)
MP 2.1—DED—WWD—Recall Code 218

High Wide Load Detector-A high wide load equipment detector is located at MP 1762.2. 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 crew to inspect and set out the oversize car. Eastward trains set out cars at Goldbar.

6. FRA Excepted Track

Interbay	Zone 3	All tracks in the service facility, roundhouse, material tracks, store track rip tracks, and caboose track (except tracks 0302, 0304, 0340 and 0341)
	Terry Avenue	Track 0401
	Ballard Lowline	Track 9918

7. Special Conditions

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

Scenic—MP 1708.4, House Track, Track #1601 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 MT or the Siding until the crossing protection is activated and the gates are in the fully lowered position.

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.

Gold Bar—MP 1755.7, House Track, Track #1027 will be used by the Maintenance of Way department only.

Sultan—MP 1761.1, House Track, Track #1012 will be used by the Maintenance of Way department only.

Monroe—MP 1768.6, Monroe Stub Track, Track #1013 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—A stop sign has been installed at the south end of the Service Facility just west of the derail at MP 4.4. 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 Areas—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Areas 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).

RCZ location signs are posted as follows:

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 Procedure—When an RCO switch crew is working in tracks 212, 213, or 214 and wishes to activate the RCO zone, the crew will notify the Balmer Yardmaster to activate the RCZ zone as per GCOR rule 6.7.

Cascade Tunnel Specific Information

Survivair SCBA System—TY&E employees must receive training on the operation of the Survivair (SCBA) System and it must be immediately accessible while operating in the Cascade Tunnel. Employees not certified in Survivair (SCBA) are not considered qualified for this territory.

Survivair (SCBA) equipment must be checked out for each trip, by qualified crew members, at Interbay or Wenatchee.

Survivair (SCBA) equipment must be checked in after each trip, by qualified crew members, at Interbay or Wenatchee.

Survivair (SCBA) certification is the responsibility of the employee.

- TY&E employees are required to recertify every 12 months.
- Employees will receive notification up to 30 days in advance while using the system.
- Employees must contact their supervisor for recertification

Exception: Passenger trains are exempt from this requirement.

Cascade Tunnel Emergency Action Plan

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). 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.

The Cascade Tunnel has 21 bays with markers on the north wall of the tunnel. All walking inspections should be done on the south side when possible.

Chart A

Location and Milepost		Phones, Air Hoses, Wrench & Knuckles (Type E & F)	Brake Sticks	SCBA Emergency Replacement Cylinders	Rail Clamps and Chains	Distance Between Bays in Feet
Merritt Depot		X				
Bungalow Berne		X			X	
Bay 1	MP 1700.60	X	X	X		1200
Bay 2	MP 1700.83	X	X	X		1200
Bay 3	MP 1701.06	X	X	X		1200
Bay 4	MP 1701.29	X	X	X		1200
Bay 5	MP 1701.52	X	X	X		1200
Bay 6	MP 1701.97	X	X	X		2400
Bay 7	MP 1702.42	X	X	X		2400
Bay 8	MP 1702.88	X	X	X		2400
Bay 9	MP 1703.33	X	X	X		2400
Bay 10	MP 1703.79	X	X	X		2400
Bay 11	MP 1704.24	X	X	X		2400
Bay 12	MP 1704.70	X	X	X		2400
Bay 13	MP 1705.16	X	X	X		2400
Bay 14	MP 1705.61	X	X	X		2400
Bay 15	MP 1706.06	X	X	X		2400
Bay 16	MP 1706.52	X	X	X		2400
Bay 17	MP 1706.97	X	X	X		1200
Bay 18	MP 1707.20	X	X	X		1200
Bay 19	MP 1707.43	X	X	X		1200
Bay 20	MP 1707.66	X	X	X		1200
Bay 21	MP 1707.88	X	X	X		1200
Bungalow Scenic		X			X	
Skykomish		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. If material is not returned to the bay from which it was taken, advise where it was left.

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.

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)	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.
IV. DP Engines	Inform dispatcher of approximate location of Distributed Power
Work Train with caboose	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

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 MT 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. Manned helper consists are not permitted in Alumina (Bauxite) ore trains requiring alternate ventilation.

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, the train dispatcher must be contacted 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.

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 MT 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.

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 MT is blocked by a slide.

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

Chart C

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

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operation apply between Skykomish and Berne. The ruling grade is 2.2 percent; and between Berne and Merritt, the ruling grade is 2.2 percent.

ABTH 103.7.4—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.

The total brake pipe reduction to control train's speed must not exceed 15 psi. If the total brake pipe reduction exceeds 15 psi, the train must be stopped immediately.

ABTH 103.8 Emergency Brake Applications—When conditions warrant, use an emergency brake application without hesitation if any condition occurs in which there is doubt that service applications can control train speed and anytime maximum authorized speed is exceeded by 5 MPH or more.

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.

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
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

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.)

ETD and HTD Failures or DP Communication Loss IBU, Merchandise, and Bulk Commodity Trains—When an enroute failure occurs at anytime the controlling locomotive is within the Cascade Tunnel, MP 1700.34 to MP 1708.17 the train may proceed as long as the train is under control until the entire train exits the tunnel. Trains must not exceed 15 MPH as lead Locomotive exits the tunnel.

If communication is not restored upon clearing the tunnel with entire train, train may proceed to either Berne or Scenic for repair consistent with proper train handling. Train must be stopped and cause investigated if communication is not re-established. Trains must have communication restored before departing Scenic or Berne.

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

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 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 VHF:

1. Dispatcher mainline radio Tx66/Rx66
2. Blue MRAS Tx97/Rx34 (8-664-2201) If stopped in the Cascade Tunnel, the head-end can communicate with a portable using the Blue MRAS channel.
3. Bay phones will access Blue MRAS (8-664-2201). However, to communicate from the bay phone to a locomotive or on-track equipment, the locomotive or on-track equipment must be on Blue MRAS.

Should the mainline radio fail, the crew may use the BLUE MRAS to call and communicate with the dispatcher.

SSI—Switch Control/Monitoring Systems

ICS in effect:
Olds Jct.
PA Jct.
CP Mukilteo
Blue Ridge
23rd Avenue
Magnolia
Galer Street
South Portal

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 01.51	Wall St
MP 01.57	Vine St
MP 01.68	Clay St
MP 01.77	Broad St
MP 17.43	Dayton St
MP 17.66	Main St

These gates can be activated by using channel 54 and entering the four digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

Tunnel Locations

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

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

Wenatchee	Tree Top Siding	Track 580	Buildings and loading docks on N side
	Standard Oil	Track 210	Buildings and fences on N side
	House Platform	Track 354	Loading docks on both sides
	Stub Track	Track 632	Retaining walls
	Gold Chute	Track 735	Loading docks on S side
	Roundhouse 3	Track 803	Buildings on N side
	Roundhouse 4	Track 804	Buildings on S side
	Rndhse Stub Track	Track 811	Loading docks on both sides
Monitor	Barding Farms	Track 2011	Buildings on S side
Cashmere	Fruit Exchange	Track 2027	Buildings on S side
Dryden	Independent	Track 2033	Buildings on S side
Winton	Sawdust Track	Track 2061	Unloading equipment both sides
	Chip Track	Track 2062	Unloading equipment both sides
Gold Bar	House Track	Track 1027	Loading docks N side
Monroe	DeYoung Dairy	Track 1010	Unloading equipment
Broadway	Pac Ave House	Track 605	Loading docks
Everett	Mill A Track	Track 104	Loading docks
Interbay	Oil Spur	Track 302	Unloading equipment

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

Interbay	Yard Tracks	Tracks 101 - 116
		Tracks 201 - 206

Test Miles
MP 1655.4 - MP 1656.4
MP 1678.3 - MP 1679.3
MP 1777.2 - MP 1778.2
MP 25.0 - MP 24.0
MP 14.0 - MP 13.0

Long/Short Miles
MP 1748.0 does not exist.
MP 1747.0 - MP 1749.0 4,397 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 - MP 1700.3
MP 1721.8 - MP 1737.1
MP 1741.1 - MP 1748.0
MP 1750.4 - MP 1751.0
MP 1755.2 - MP 1755.8
MP 1758.0 - MP 1765.7
MP 1771.2 - MP 1781.5

8. Line Segments

Yard Line Segments

Line Segment	Limits
656	Wenatchee
656	Apple Yard
620	Balmer Yard
470	Balmer Hump Yard
403	Interbay Roundhouse to end of track at 13th Ave W

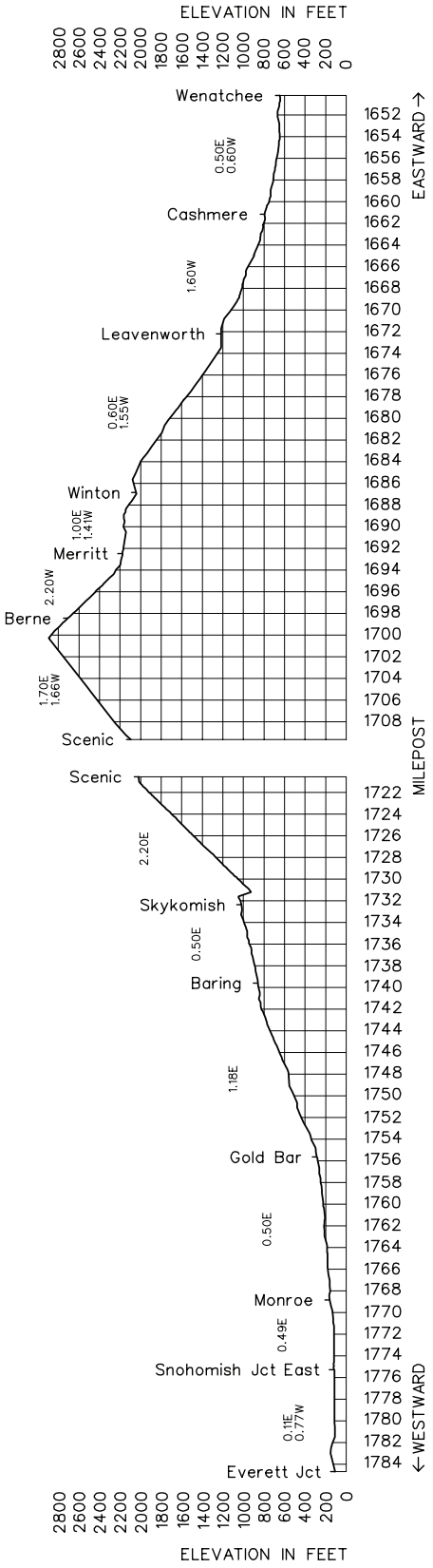
Road Line Segments

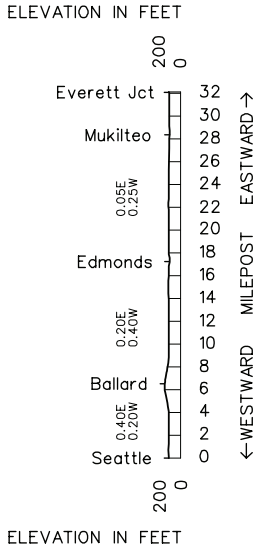
Line Segment	Limits
387	Wenatchee to MP 6.0X
37	Wenatchee to Everett Jct.
50	Everett Jct. Seattle
50	Ballard

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
02043	Appleyard	1648.2	Yard	Both
02053	Monitor	1657.6	2,000	West
02061	Dryden	1665.8	2,000	West
02144	Sultan	1761.1	200	East
02169	Everett Jct., MT 1	31.4	4,342	West
02174	Boeing Plant on Spur	28.9	9,220	West
02185	Paramount Tracks	15.4	1,166	West
02186	Richmond Beach	14.0	2 tracks 1,700 each	Both
02190	Balmar. Jct	7.3	1,000	East

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
				Adjoining Sub: Scenic					
		02200	0.0X	SEATTLE (King St. Station)	BX(2)	2MT CTC	51	0.3	
			0.3X	KING STREET	X(2)			0.3	
			0.6X	STADIUM	X(2)	3MT CTC		0.6	
			1.2X	LANDER STREET (Lander Main)	X			0.9	
			2.1X	SPOKANE STREET	TX(2)			0.4	
			2.5X	COACH WYE (Lander Main)	T			0.7	
			3.2X	LUCILE (MT 1)	X			0.1	
		02203	3.3X	ARGO Adj. RR: UP, MP 3.3X	JX(2)	2MT CTC		0.3	
			3.6X	BAILEY	X(2)			MT 1-0.6 MT 2-2.7 MT 3-1.8	
			4.2X	GEORGETOWN (MT 1)	X			MT 1-2.1	
		02205	5.4X	VAN ASSELT (MT 3)				MT 3-0.9	
		02207	6.3X	RHODES	X(2)	3MT CTC		0.3	
			6.6X	BOEING	X(2)			MT 1-3.0 MT 2-3.4 MT 3-2.9	
			9.5X	RENTON JCT. (MT 2) Renton Industrial Lead MP 9.7X	J			MT 3-0.5	
		16001	9.6X	SOUTH SEATTLE (MT 1)	B			MT 1-0.4	
		16004	10.0X	BLACK RIVER	X(2)			0.3	
			10.3X	CP TUKWILA Adj. RR: UP, MP 10.3X	JX			0.5	
		16005	10.8X	TUKWILA				0.5	
	9,170(2)		11.3X	GLACIER PARK	X			MT 1-4.8 MT 2-2.0	
		16006	13.3X	ORILLIA (MT 2)	TX(2)			MT 2-2.4	
			15.7X	JAMES STREET (MT 2)				MT 2-0.4	
		16010	16.1X	KENT				0.8	
			16.9X	WILLIS	X(2)			4.1	
			21.0X	AUBURN NORTH	X(2)			0.5	
			21.5X	AUBURN				MT 1-2.5 MT 2-0.1	
			21.6X	RAINIER (MT 2) Adj. Sub: Stampede, MP 21.6X	JT	2MT CTC		MT 2-0.2	
		16014	21.8X	AUBURN YARD (MT 2) Adj. Sub: Stampede, MP 22.0X	JX			MT 2-2.0	
	9,240(2)		23.8X	ELLINGSON (MT 2)				MT 2-0.2	
			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 (MT 2) Adj. RR: MSN, MP 30.6X	J			1.3	
		16023	31.9X	PUYALLUP				2.1	
		16025	34.0X	STEWART	X(2)			3.8	
			37.8X	CLEAR CREEK	X			0.4	
			38.2X	TR JCT. Adj. RR: TMBL, MP 38.3X	JX			0.2	
		16029	38.4X	RESERVATION (Tacoma Main) Adj. RR: UP, MP 38.4X	JX			0.2	
			38.6X	BAY STREET	X(2)			0.3	
			38.9X	RIVER STREET (Tacoma Main)	X(2)	3MT CTC		0.1	
			39.0X	CP TACOMA (MT 2)				0.3	
		16031	39.3X	TACOMA	BT			0.3	
			39.6X	D STREET (MT 2)				0.5	

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
			40.1X 0.0	21ST STREET	X(2)	3MT CTC	52	1.4	
			1.4	DAVIS (MT 1 and Tacoma Main)	X			1.8	
			3.2	HARBOR	X(2)	2MT CTC		1.9	
		16038	5.1	RUSTON		CTC		1.6	
		16040	6.7	NELSON BENNETT				3.3	
		16043	10.0	TITLOW	X(2)			3.5	
		16046	13.5	PIONEER	X(2)			0.9	
		16048	14.4	WEST TACOMA (Bridge 14)	M			10.1	
		16057	24.5	NISQUALLY Adj. RR: TMBL, MP 24.7 (To Lakeview 11.5)	JX(2)			3.7	
		16061	28.2	SAINT CLAIR Adj. RR: TMBL, MP 28.1	J			3.7	
			31.9	CP 31	X			0.3	
		16066	32.2	CENTENNIAL				0.2	
			32.4	CP 32	X			2.5	
		16068	34.9	EAST OLYMPIA Adj. RR: TMBL, MP 34.6	JT			2.6	
			37.5	PLUMB	X(2)			5.7	
		16076	43.2	TENINO	X(2)			6.3	
		16084	49.5	WABASH	X(2)			MT 1-3.0 MT 2-4.5	
			52.5	CENTRALIA NORTH (MT 1) Adj. RR: PSAP, MP: 52.5	J			MT 1-1.5	
		16085	53.8	CENTRALIA CENTER Adj. RR: PSAP, MP 53.8	BJTX			1.8	
			55.8	CENTRALIA SOUTH	X(2)			1.9	
		16090	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)	2MT CTC		5.0	
		16111	77.0	VADER	X(2)			8.0	
			85.0	MP 85	X(2)			8.4	
		16126	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. Adj. RR: LVSW, MP 102.1	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	
		16163	130.7	FELIDA	X(2)			1.8	
		16166	132.5	VANCOUVER JCT. N	X(2)			0.5	
		68151	133.0	RYE JCT. Adj. RR: CBRW, MP 132.9	J			0.5	
	5,778(1)		133.5	FRUIT VALLEY	X(2)			1.6	
	2,775(1)		135.1	39TH STREET	X(2)			0.9	
			136.0	VANCOUVER CENTER Adj. Sub: Fallbridge, MP 136.5	X(2)			0.5	
		12365	136.5	VANCOUVER (Passenger Station)	BMJT			176.6	
				Adjoining Sub: Fallbridge Information for Vancouver is found in the Fallbridge sub. Timetable.					

Radio Call-In		
Radio Channel 70 in Service Seattle to Tukwila.		
Seattle - 53(X)	King Street Tunnel - 52(X)	South Seattle - 40(X)
Radio Channel 87 in Service Tukwila to Tenino.		
Renton - 41(X)	Auburn - 42(X)	Tacoma - 43(X)
Steilacoom - 52(X)	Nisqually - 50(X)	
Radio Channel 66 in Service Tenino to Vancouver Jct N		
Plumb - 26(X) Centralia South DS	Plumb - 53(X) Centralia North DS	Chehalis S - 46(X)
Napavine - 24(X)	MP 85 - 25(X)	Longview - 28(X)
Ridgefield - 29(X)		
Radio Channel No. 76 in service Vancouver Jct N to Vancouver.		
Vancouver - 50(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
UPRR Base Channel No. 2 in service Tacoma to Vancouver.		

Dispatcher Information

Seattle to CP Tukwila—(817) 867-7074, Fax (817) 234-1614
CP Tukwila to Tenino—(817) 867-7075, Fax (817) 234-1624
Tenino to Vancouver Jct. N—(817) 867-7086, Fax (817) 234-1622
Vancouver Jct N. to Vancouver—(817) 867-7034, Fax (817) 234-7205

1. Speed Regulations

1(A). Speed—Maximum

	Talgo	Passenger	Freight
MP 0.0X to MP 40.1X	79 MPH.	79 MPH.	60 MPH.
Trains 100 TOB and over			50 MPH.
MP 0.0 to MP 136.5	79 MPH.	79 MPH.	60 MPH.
Trains 100 TOB and over			50 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, MT 1, MT 2	50 MPH.	50 MPH.	35 MPH.
MP 2.3X to MP 2.6X, MT 1, MT 2	48 MPH.	40 MPH.	35 MPH.
MP 2.6X to MP 3.4X, MT 1, MT 2	56 MPH.	50 MPH.	35 MPH.
MP 3.4X to MP 5.1X, MT 3	40 MPH.	40 MPH.	40 MPH.
MP 3.4X to MP 8.8X, MT 1, MT 2		70 MPH.	
MP 5.1X to MP 6.7X, MT 3	50 MPH.	50 MPH.	50 MPH.
MP 6.7X to MP 8.8X, MT 3		70 MPH.	50 MPH.
MP 8.8X to MP 10.0X, MT 3.	73 MPH.	65 MPH.	50 MPH.
MP 8.8X to MP 9.6X, MT 1, MT 2	73 MPH.	65 MPH.	
MP 9.6X to MP 10.4X, MT 1, MT 2	73 MPH.	65 MPH.	50 MPH.
MP 10.4X to MP 10.7X	63 MPH.	55 MPH.	50 MPH.
MP 17.6X to MP 17.8X			50 MPH.
MP 24.2X to MP 24.4X			50 MPH.
MP 27.4X to MP 30.7X		70 MPH.	
MP 29.3X to MP 29.5X			50 MPH.
MP 34.3X to MP 34.6X	55 MPH.	45 MPH.	45 MPH.
MP 34.6X to MP 36.4X	73 MPH.	65 MPH.	50 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, MT 1	57 MPH.	30 MPH.	30 MPH.
MP 2.2 to MP 2.3, MT 1	45 MPH.	30 MPH.	30 MPH.
MP 2.3 to MP 2.8, MT 1.	57 MPH.	30 MPH.	30 MPH.
MP 1.8 to MP 2.1, MT 2.	57 MPH.	30 MPH.	30 MPH.
MP 2.1 to MP 2.2, MT 2.	47 MPH.	30 MPH.	30 MPH.
MP 2.2 to MP 2.8, MT 2.	57 MPH.	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	64 MPH.	50 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.	50 MPH.
MP 6.6 to MP 7.1.	70 MPH.	60 MPH.	50 MPH.
MP 7.1 to MP 9.5	75 MPH.	60 MPH.	50 MPH.
MP 9.5 to MP 9.8, MT 1.	35 MPH.	35 MPH.	35 MPH.
MP 9.5 to MP 9.8, MT 2.	52 MPH.	35 MPH.	35 MPH.
MP 9.8 to MP 10.3	67 MPH.	60 MPH.	35 MPH.
MP 10.3 to MP 10.9	67 MPH.	60 MPH.	50 MPH.
MP 10.9 to MP 13.2		70 MPH.	50 MPH.
MP 13.2 to MP 14.0	67 MPH.	60 MPH.	50 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.	50 MPH.
MP 15.9 to MP 19.9	67 MPH.	60 MPH.	50 MPH.
MP 19.9 to MP 21.9		70 MPH.	50 MPH.
MP 21.9 to MP 23.8.	67 MPH.	60 MPH.	50 MPH.
MP 23.8 to MP 25.6.	63 MPH.	55 MPH.	50 MPH.
MP 27.7 to MP 28.1		70 MPH.	
MP 33.4 to MP 33.6			50 MPH.
MP 33.8 to MP 34.2		70 MPH.	
MP 36.0 to MP 36.5		70 MPH.	50 MPH.
MP 41.4 to MP 41.7		70 MPH.	
MP 43.0 to MP 43.2			50 MPH.
MP 46.0 to MP 46.8		70 MPH.	
MP 46.8 to MP 47.2	75 MPH.	70 MPH.	
MP 47.2 to MP 47.7	75 MPH.	70 MPH.	50 MPH.
MP 47.7 to MP 47.9	67 MPH.	60 MPH.	50 MPH.
MP 47.9 to MP 51.1			50 MPH.
MP 51.1 to MP 51.4	67 MPH.	60 MPH.	50 MPH.
MP 51.4 to MP 53.7	75 MPH.	65 MPH.	50 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.	50 MPH.
MP 63.0 to MP 64.5		70 MPH.	50 MPH.
MP 64.5 to MP 65.1	62 MPH.	50 MPH.	50 MPH.
MP 69.1 to MP 70.4	67 MPH.	60 MPH.	50 MPH.
MP 70.4 to MP 70.7	60 MPH.	50 MPH.	50 MPH.
MP 70.7 to MP 71.3	67 MPH.	55 MPH.	50 MPH.
MP 71.3 to MP 71.6	67 MPH.	60 MPH.	50 MPH.
MP 77.8 to MP 79.5	65 MPH.	55 MPH.	50 MPH.
MP 79.5 to MP 81.6		70 MPH.	50 MPH.
MP 81.6 to MP 81.8	67 MPH.	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	70 MPH.	65 MPH.	50 MPH.
MP 83.2 to MP 85.4			50 MPH.
MP 85.4 to MP 86.9		75 MPH.	50 MPH.
MP 86.9 to MP 87.2	67 MPH.	65 MPH.	50 MPH.
MP 87.2 to MP 89.0			50 MPH.
MP 89.0 to MP 89.8	67 MPH.	60 MPH.	50 MPH.
MP 89.8 to MP 91.0		70 MPH.	50 MPH.
MP 91.0 to MP 91.2	67 MPH.	60 MPH.	50 MPH.
MP 91.2 to MP 93.7		70 MPH.	50 MPH.
MP 93.7 to MP 95.0	67 MPH.	60 MPH.	50 MPH.
MP 95.0 to MP 95.3	45 MPH.	45 MPH.	40 MPH.
MP 95.3 to MP 97.2	52 MPH.	45 MPH.	40 MPH.
MP 97.2 to MP 98.4, MT 1	75 MPH.	70 MPH.	50 MPH.
MP 98.4 to MP 98.5, MT 1	70 MPH.	70 MPH.	50 MPH.
MP 98.5 to MP 100.3, MT 1	75 MPH.	70 MPH.	50 MPH.
MP 97.2 to MP 100.3, MT 2	75 MPH.	70 MPH.	50 MPH.
MP 100.3 to MP 100.6	67 MPH.	60 MPH.	50 MPH.
MP 108.2 to MP 108.5		70 MPH.	
MP 114.1 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 122.9, MT 1	53 MPH.	50 MPH.	35 MPH.
MP 122.3 to MP 122.9, MT 2	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, MT 1	70 MPH.	50 MPH.	35 MPH.
MP 132.6 to MP 133.1, MT 2	67 MPH.	50 MPH.	35 MPH.
MP 133.1 to MP 136.1	70 MPH.	70 MPH.	
MP 133.5 to MP 136.1. NP PASS	50 MPH.	50 MPH.	50 MPH.
MP 136.1 to MP 136.5	35 MPH.	35 MPH.	35 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

King Street, crossovers MT to MT		30 MPH.	25 MPH.
King Street, crossover MT 1, Lead 2		30 MPH.	10 MPH.
King Street, turnout KS01, Lead 2		10 MPH.	10 MPH.
King Street, turnout KS01, MT 1		30 MPH.	10 MPH.
King Street, turnout KS02, Lead 2		30 MPH.	10 MPH.
Stadium, crossovers MT 1, MT 2		40 MPH.	35 MPH.
Trains 100 TOB, thru turnouts			25 MPH.
Stadium, crossovers MT 1, Lander Main		30 MPH.	25 MPH.
Spokane Street, crossovers MT 1, MT 2		40 MPH.	35 MPH.
Trains 100 TOB, thru turnouts			25 MPH.

	Passenger	Freight
Spokane Street, crossovers MT 1, 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.
Trains 100 TOB, thru turnouts		25 MPH.
Bailey, NWD crossover MT 2 to MT 1	30 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Bailey, SWD crossover MT 1 to MT 2	30 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Bailey, NWD crossover MT 1 to MT 2	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Bailey, SWD crossover MT 2 to MT 1	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Bailey, crossover MT 3 to MT 2	30 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
CP Georgetown to PC Running MT 1 to PC Running	10 MPH.	10 MPH.
Rhodes, crossover MT to MT	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Boeing, crossover MT to MT	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Black River	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
CP Tukwila	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Glacier Park, crossover MT to MT	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Glacier Park, siding and turnout MT 2 to siding	25 MPH.	25 MPH.
Orillia, crossover MT 2 to Glacier Park siding	25 MPH.	25 MPH.
James Street, MT 2 to Industrial Lead	10 MPH.	10 MPH.
Willis	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Auburn North, crossovers	50 MPH.	50 MPH.
Trains 100 TOB and over, turnouts		35 MPH.
MP 21.7X, Auburn Yard, NSS MT 2	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
MP 23.8X, Ellingson, SSS MT 2 to controlled siding	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Ellingson siding	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Pacific	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
CP Sumner	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Stewart	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Clear Creek	50 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
TR Jct	30 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 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.
Trains 100 TOB, thru turnouts		25 MPH.
CP Tacoma	30 MPH.	10 MPH.
D Street	30 MPH.	10 MPH.
21st Street, crossover MT to MT	30 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Davis	45 MPH.	30 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Harbor	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Ruston	40 MPH.	40 MPH.
Trains 100 TOB, turnouts		35 MPH.
Nelson Bennett	40 MPH.	40 MPH.
Trains 100 TOB, turnouts		35 MPH.
Titlow, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Pioneer, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Nisqually, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
CP 31, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
CP 32, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Plumb, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Tenino, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Wabash, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Centralia South, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Chehalis Jct., turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Napavine South, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
CP 72, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Vader, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
MP 85.0, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Ostrander, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Kelso South, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Longview Jct. South, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
MP 111, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Woodland, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Ridgefield South, turnouts	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Felida	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Vancouver Jct. North	35 MPH.	35 MPH.
Trains 100 TOB, thru turnouts		25 MPH.
Fruit Valley, turnouts	50 MPH.	50 MPH.
Trains 100 TOB and over		35 MPH.
Fruit Valley, MT 2 to B yard leads	10 MPH.	10 MPH.
39th Street, turnouts	50 MPH.	50 MPH.
Trains 100 TOB, thru turnouts		35 MPH.
39th Street, NWD NP Pass to MT 1	10 MPH.	10 MPH.
39th Street, SWD MT 1 to NP Pass	10 MPH.	10 MPH.
39th Street, NWD MT 1 to MT 2	10 MPH.	10 MPH.
39th Street, SWD MT 2 to MT 1	10 MPH.	10 MPH.
39th Street, MT 2 to B-yard lead	10 MPH.	10 MPH.
NP Pass	50 MPH.	50 MPH.
Trains 100 TOB, turnouts		35 MPH.
Vancouver Center	25 MPH.	25 MPH.
Vancouver Center to SPS yard lead	10 MPH.	10 MPH.
Vancouver	10 MPH.	10 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 MT 1 to Lead 2	10 MPH.	10 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.
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.
Boeing Spur track lead and all tracks in facility		5 MPH.

Temperature Restrictions

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 55 MPH	Maximum 45 MPH	Maximum 70 MPH
96 to 100 Degrees F	Maximum 50 MPH	Maximum 40 MPH	Maximum 60 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
(Via Bullfrog Jct.) ..... 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 E
Other bridges in Longview ..... 134 tons, Restriction G

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

West Seattle	South of the West Seattle drawbridge switch on Iowa Ave	Tracks 2100 - 2199
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
MP 133.5 to MP 136.2 on NP Pass siding

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

West Tacoma, Bridge 14, Drawbridge at MP 14.2
TY&E instructions—Proceed through the interlocking governed by signal indication. When interlocking signals display a Stop indication, the bridge tender or signal employee must be called 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 train dispatcher. After receiving notification from inspector, the train dispatcher may authorize the train to proceed per GCOR 9.12.2.

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

The bridge must not be operated until the train dispatcher verifies that no conflicting authorities are in effect.

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.

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 Passenger Operations 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) - Trains approaching crossing at MP 100.29 must sound whistle GCOR 5.8.2(7). Whistle sign is not displayed for northbound movement on M1 due to clearance restriction.

Automated Horn System (AHS)—AHS is in service at the following crossing locations:

Location	Milepost	Crossing Name
Tacoma, WA	2.7	McCarver Street
Steilacoom, WA	14.94	Sunnyside Pedestrian Crossing
Steilacoom, WA	15.71	Union Avenue

The AHS is activated by the approaching train which sounds a horn in conjunction with the automatic crossing devices. When the crossing signals are activated the AHS will automatically sound horn at crossing. To confirm AHS is functioning, an indicator flashes at the crossing.

After indicator is observed to be flashing, whistle signal Rule 5.8.2 (7) is no longer required.

Whistle signal Rule 5.8.2(7) must be sounded if the wayside horn indicator is not visible approaching the crossing or if the wayside horn indicator, or equivalent, indicates that the system is not operating as intended.

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 MT 1, and the track on the left is MT 2.

The 3 main tracks between MP 3.4X and MP 10.0X are designated as follows: Looking southward from MP 3.4X the track on the right MT 1, the track in the center is MT 2 and the track on the left is MT 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 MT 1, and the track on the left is MT 2.

Rule 6.28—in effect:
Nisqually MP 11.5X to Lakeview MP 0.0X (Lakeview Spur)
Lakeview MP 8.9 to Roy MP 21.0 (Lakeview Spur)
Rye Jct. MP 0.0 to Rye MP 0.2

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 9.9—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	Titlow Stub MT 1	Track 2499
MP	12.8	Pioneer Pit MT 2	Track 2597
MP	18.2	Ketron MT 1	Track 2897
MP	34.6	East Olympia MW Track MT 2	Track 3297
MP	43.5	Tenino Siding North MT 2	Track 3697
MP	44.2	Tenino Siding South MT 2	Track 3697
MP	58.2	Chehalis MT 1	Track 3696
MP	95.54	Rocky Point MT 2 North End	Track 1197
MP	96.18	Rocky Point MT 2 South End	Track 1197
MP	116.41	Woodland Spur	Track 820

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—ABTH Rule 106.1 - in the application of ABTH 106.1, Regulating Horse-power per Ton: is changed to read as follows:

Southbound conventional trains traversing Napavine must isolate locomotives down as close as possible without falling below 1.2 HPT.

Northbound conventional trains traversing Napavine must isolate locomotives down as close as possible without falling below 1.0 HPT.

Distributive Power trains traversing Napavine must isolate locomotives down as close as possible without falling below .8 HPT.

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—Exception Reporting
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	2nd Ave Yard (Zone 11)	Tracks 1101-1187
	7th Avenue Yard (Zone 14)	Tracks 1401-1491
	Shoreline Lead (Zone 15)	Tracks 1501-1564
	Seattle Yard (Zone 16)	Tracks 1604-1625
	West Seattle (Zone 21)	Tracks 2105-2172
Glacier Park	Industrial Tracks (Zone 60)	Tracks 6021,6022, 6025,6029
	Industrial Tracks (Zone 63)	Tracks 6308-6390
	Industrial Tracks (Zone 64)	Tracks 6411-6470
	Industrial tracks (Zone 65)	Tracks 6545-6590
	Industrial tracks (Zone 66)	Tracks 6605-6635

Kent	Industrial Tracks (Zone 61)	All tracks EXCEPT Tracks 6165,6180, 6185
	Industrial Tracks (Zone 62)	Tracks 6204-6282
Auburn	Yard Tracks (Zone 24)	Tracks 2410, 2417,2419, 2451,2452, 2455
Meeker	Industrial Tracks (Zone 20)	Track 2070 (beyond the clearance point of the inside switch)
Tacoma	Industrial Tracks (Zone 7)	Track 720
Lakeview Spur	MP 11.0X to MP 0.0X	All tracks
	MP 8.9 to MP 21.0	All tracks

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 0.9X, 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.

Renton—Use of fusees within fenced limits of the Renton Boeing plant is prohibited.

Renton Industrial Lead—Track extending northward from Renton Jct. is other than MT (former Woodinville subdivision).

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.

MP 15.2X, National Can Track, Track #6135 will be used by the Maintenance of Way department only.

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.

Tacoma—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.

Nisqually - Lakeview Spur—Crews that operate on the Lakeview Spur must have a copy, and be conversant with the instructions associated with this track.

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.

Titlow—MP 10.2, MT 1, Titlow Stub Track, Track #9984 will be used by the Maintenance of Way department only.

East Olympia—MP 34.6, MT 2, Maintenance of Way Stub, Track #3205 will be used by the Maintenance of Way department only.

Centralia and Vader—Trains setting out on MT 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 MT 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—At MP 95 and MP 95.2 Ostrander Tunnel 3: BNSF Car Kind Code M2F and M3F are only to move on MT 1, due to substandard clearance for these cars on MT 2.

Longview Jct.—Two yards are located at Longview Switching. Longview Jct. Yard is located East of bridge .59 and West Yard is located West of Bridge .59. Movement within these yards are under the control of the Longview Switching Company (LVSW) yardmaster.

Prior to entering the LVSW, MW and TYE employees must contact LVSW yardmaster for permission and be governed by their instructions. When work is complete, all crafts must report clear to the LVSW yardmaster.

When performing station work, advise LVSW yardmaster of the location and number of handbrakes.

Do not place cars greater than 85 feet in Track 1

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.

Fusees are prohibited within United Harvest and Kalama Export grain facilities.

Rye Jct.—Highway grade crossing signal at NW Fruit Valley Road on LINC MT, 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 Areas—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Areas 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 Areas 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.

SSI—Switch Control/Monitoring Systems

ICS in effect:

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	Pacific
CP Sumner	Stewart	Clear Creek
TR Jct.	Reservation	Bay Street
River Street	21st Street	Davis
Harbor	CP 31	CP 32
Tenino	Centralia South	Chehalis Jct
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.

Automatic Equipment Identification (AEI)—Located at:

MP	9.5X	Seattle (near Renton Jct.)
MP	35.2X	Tacoma (near Stewart)
MP	5.1	Tacoma (near Ruston)
MP	49.6	Centralia
MP	55.2	Centralia
MP	96.5	Kelso
MP	102.5	Longview Jct. South
MP	134.0	Vancouver

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

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP	00.84X	S Holgate St
MP	01.28X	S Lander St
MP	01.65X	S Horton St
MP	01.85X	S Spokane St WB
MP	01.86X	S Spokane St EB
MP	14.19X	South 212th Street
MP	15.95X	W James St
MP	16.19X	W Smith St
MP	16.29X	W Meeker St
MP	16.34X	W Gowe St
MP	16.42X	W Titus St
MP	16.56X	W Willis St
MP	30.80X	15th Street
MP	31.50X	5th Street
MP	00.01	S Atlantic St (Stacy Yard)
MP	58.00	Main Street
MP	63.60	Sommerville Road
MP	115.4	Scott Ave.

These gates can be activated by using channel 54 and entering the four digit MP number followed by the pound (#) key. The gates will remain activated for 30 seconds.

Atlantic Street, MP 00.42, North end of Stacy Yard

These gates must be activated by using channel 48 and entering 0042 followed by the pound (#) key.

A crossing gate indicator is located on both sides of the crossing. A flashing red crossing gate indicator will indicate the crossing activation sequence has been completed. A solid red crossing gate indicator indicates the crossing is not activated. If unable to obtain a flashing red crossing gate indicator a crew member must go to the push button activation box adjacent to the crossing gate indicator and be governed by the instructions posted inside (of course, this is different than the other instructions because of the interties etc..)

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

Tunnel Locations

Tunnel No.	Milepost
MP 5.3	Tunnel No. 1
MP 5.6	Tunnel No. 2
MP 95.0	Tunnel No. 3

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

Seattle	Ford Lead	Track 1095	Fences
	Cargill	Track 1604	Buildings
	Cargill	Track 1610	Buildings
Rainier	Petroleum	Tracks 1616 - 1618	Buildings, fences, unloading equipment
South Seattle	Manmin	Track 2498	Unloading equipment
Tukwilla	Between MT	MT	Fence
Tacoma	A&K Rail Material	Track 301	Loading racks
Centralia	Engine Tie-Up	Track 3216	Loading docks
Kalama	Peavy Extension N. End	Track 941	Switch and MT 1 MP 105.9

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

Stacy	Yard	Tracks 1008 - 1019
		Tracks 1040 - 1041
Kent	GP Yard	Tracks 6021 - 6022
		Tracks 6021 - 6029
Auburn	Yard Tracks	Tracks 2401 - 2404
Puyallup	MT	Tracks 2002 - MT 2
Tacoma	Yard Tracks	Tracks 101 - 124
	Yard Tracks	Tracks 302 - 320
	Yard Tracks	Tracks 601 - 606
	Yard Tracks	Tracks 701 - 711
	Yard Tracks	Tracks 902 - 903
	Yard Tracks	Tracks 1201 - 1213
McCarver St.	Yard Tracks	Tracks 1110 - 1111
Titlow	MT	Tracks 2497 - MT 2
West Tacoma	MT	Tracks 2633 - MT 2
Ketron	MT	Tracks 2897 - MT 1
Ft. Lewis	Yard Tracks	Tracks 563 - 564
East Olympia	MT	Tracks 3297 - MT 1
Tenino	MT	Tracks 3697 - MT 2
Bucoda	MT	Tracks 3497 - MT 2
Centralia	Yard Tracks	Tracks 3201 - 3205
	Yard Tracks	Tracks 3301 - 3303
	Yard Tracks	Tracks 3395 - 3201
Rocky Point	Yard Tracks	Tracks 1102 - 1103

Duplicate Mile Posts—Between the following locations an "X" has been added to the mile posts because duplicate mile posts exist elsewhere on the subdivision:

Between Seattle and 21st Street—MP 0.0X to MP 40.1X

Test Miles
Seattle to Tacoma:
MP 16.0X - MP 17.0X
MP 24.0X - MP 25.0X
MP 31.0X - MP 32.0X
MP 17.0 - MP 18.0
MP 39.0 - MP 40.0
MP 79.0 - MP 80.0
MP 112.0 - MP 113.0
MP 125.0 - 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 - MP 5.7
MP 7.3 - MP 8.2
MP 15.0 - MP 19.0
MP 21.0 - MP 23.0
MP 24.3 - MP 25.5
MP 36.1 Bridge
MP 47.0 - MP 48.2

8. Line Segments
Yard Line Segments

Line Segment	Yard	Limits
659	Colorado Tracks up to West Seattle	
	Bridge 37.8 Duwamish	
8024	7th Ave Yard	
8030	Whatcom Yard	
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
624	South Seattle Yard	
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	
607	Auburn Wye	
608	Tacoma	
400	Lakeview to Roy	MP 8.9 to MP 21.0
401	Lakeview to Nisqually	MP 11.5X to MP 0.0X
405/410	Renton Industrial Lead	
609	Olympia	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Bridge 0.59 to Longview
617	Orillia Yard	
430	Seattle (S. Jackson St.)	MP 0.0X to MP 3.3X Stacy St.—Argo (Via Colorado Ave. Line)
438	Vancouver Jct.	Rye MP 0.0 to MP 0.2

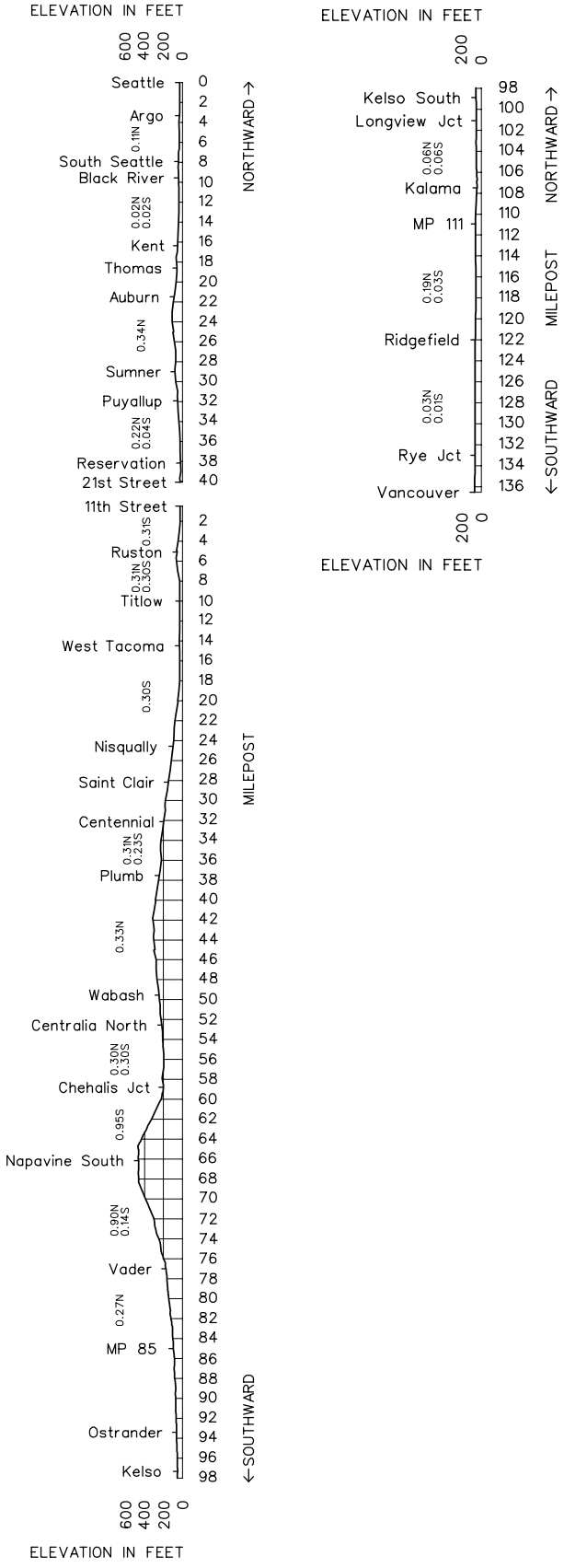
Road Line Segments

Line Segment	Limits
410	Renton to MP 5.0
51	Seattle to 21st Street MP 0.0X to MP 40.1X
52	21st Street to Vancouver MP 0.0 to MP 136.5

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
65636	Renton (Renton Industrial Spur)	2.5 miles from Renton Jct on Renton Ind Lead	Yard	North
65634	Scopa (Renton Industrial Spur)	4.6 miles from Renton Jct on Renton Ind Lead	Yard	Both
16012	Thomas, MT 1	18.2X	300	South
16043	Titlow Storage, MT 2	10.0	4,500	Both
16047	Gravel Center, MT 2	13.6	1,500	North
16049	Steilacoom	15.6	400	North
16051	Ketron, MT 1	17.7	1,000	South
16076	Tenino, MT 2 pass	43.5	2,893	Both
16080	Bucoda, MT 2	46.7	3,250	Both
16085	Centralia, MT 1	54.0	Yard	Both
16095	Centralia, MT 2 siding	54.0	9,390	Both
16097	Napavine, MT 1	65.0	4,200	Both
16104	Winlock, MT 1	71.3	2,050	Both
16111	Vader, MT 2	77.0	4,900	Both
16120	Castle Rock, MT 1	87.3	3,400	Both
16128	Rocky Point, MT 1	95.8	Yard	Both
16128	Rocky Point, MT 2 pass	95.8	2,340	Both
16130	Kelso, MT 1	97.3	5,100	Both
16140	Kalama, MT 1	107.5	Yard	Both
16140	Kalama, MT 2 pass	107.5	2,650	Both
16142	Harvest States, MT 1	109.6	Yard	Both
16155	Ridgefield, MT 2 pass	122.0	5,000	Both
68154	Rye on Spur, MT 2	133.0	1,000	North

10. Grade Chart



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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
	Adjoining Sub: Kootenai River, Montana Div. Information for Spokane is found in the Kootenai River sub Timetable								
		01870	71.5 0.0	SPOKANE	B	2MT CTC	46	1.0	
		01877	1.1	SUNSET JCT. Adj. Lakeside: MP 1.1	JX(2)			0.8	
		01878	1481.6	LATAH JCT. Adj. Sub: Columbia River, MP 1481.6	J	CTC	37 47	3.4	
	11,537	12005	370.3	OVERLOOK				4.2	
		12008	367.1	SCRIBNER Adj. Sub: Lakeside, MP 368.5	X			2.0	
		12009	365.8	UP JCT Adj. RR: UP, MP 365.9	J			0.5	
		63009	365.3	LAKESIDE JCT. Adj. Sub: Lakeside, MP 365.3=11.8	J			11.9	
	Adjoining Sub: Lakeside Information for Lakeside Jct. is found in the Lakeside sub. Timetable.								

Radio Call-In
Radio Channel 48 for switching Spokane Yard
Radio Channel 76 in service Spokane to UP Jct.
Spokane - 52(X)
Radio Channel 70 in service UP Jct. to Lakeside Jct.
Lakeside - 53(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

Dispatcher Information
Spokane to UP Jct—(817) 867-7072, Fax (817) 234-1610
UP Jct to Lakeside Jct—(817) 867-7071, Fax (817) 234-1620

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 71.5 to MP 365.4	60 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.

Exception: to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded doublestack 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, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Sunset Jct. turnouts	25 MPH.	25 MPH.
Latah Jct. turnouts	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.
Overlook, siding turnouts	25 MPH.	25 MPH.
Scribner to Marshall, crossover	25 MPH.	25 MPH.
UP Jct. turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Lakeside Jct. turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.

1(D). Speed—None
Temperature Restrictions
Cold Weather—See Item 33 of the System Special Instructions.

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 50 MPH	Maximum 45 MPH	Maximum 60 MPH
96 to 100 Degrees F	Maximum 45 MPH	Maximum 40 MPH	Maximum 60 MPH

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 0.0 to MP 365.4

Multiple Main Tracks—in effect:
2 MT
MP 0.0 to MP 1.1

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 742

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

Spokane	Steam Plant Stub MT 2	Track 743

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.

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.

Remote Control Operations—Signs located at MP 1.1 at Sunset Jct. and MP 65.08 designate the Remote Control Area at Yardley.

Test Mile
MP 0.0 - 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 MT.
651	Spokane

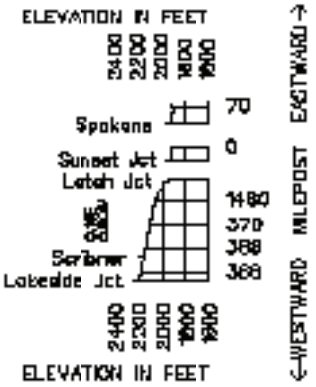
Road Line Segments

Line Segment	Limits
46	Spokane to Sunset Jct.
37	Sunset Jct. to Latah Jct.
47	Latah Jct. to Lakeside Jct.

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
01870 Steam Plant, MT 2	0.3	1,186	East
12008 Scribner	367.1	3,450	Both

10. Grade Chart



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Currently not in effect.

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
				Adjoining Sub: Kootenai River, Montana Div.					
		01798	2.9	SANDPOINT JCT. Adj. RR: MRL, MP 2.9	J	CTC	45	0.1	
		01803	3.0	SANDPOINT				2.1	
		01810	5.1	EAST ALGOMA		2MT CTC		9.0	
			14.1	WEST ALGOMA		CTC		2.3	
		01817	16.4	COCOLALLA		2MT CTC		5.9	
			22.3	CP 223	X(2)			11.2	
		01830	33.5	ATHOL		CTC		4.2	
	10,661	01837	37.7	RAMSEY				6.9	
		01843	44.6	RATHDRUM		2MT CTC		MT 1-5.1 MT 2-1.0	
			45.6	EAST HAUSER (MT 2)				MT 2-4.1 MT 4,5-1.8	
			47.4	EAST DOWNING	X(2)	5MT CTC		0.1	
		01845	47.5	HAUSER YARD	BP			0.2	
			47.7	WEST DOWNING	X			2.0	
			49.7	WEST HAUSER	X(2)			1.8	
		01850	51.5	HAUSER JCT. Adj. Sub: Coeur d' Alene, MP 51.6	JX	2MT CTC		8.4	
		01855	58.9	OTIS ORCHARDS		CTC		3.4	
		01861	63.3	IRVIN		2MT CTC		3.3	
		01865	66.6	PARKWATER (Track and Time Point 1)	X			1.5	
		01866	68.1	YARDLEY	BPT			0.3	
			68.4	HAVANA STREET	X(2)			1.3	
			69.7	NAPA ST. Adj. Sub: Kettle Falls, MP 69.6 Adj. RR: UP, MP 69.8	JX(2)			1.3	
			71.0	ERIE ST.	X(2)			0.5	
		01870	72.2	SPOKANE ST.				1.0	
		01877	72.6	SUNSET JCT. Adj. Lakeside: MP 72.6	JX(2)			0.8	
		01878	73.3	LATAH JCT. Adj. Sub: Columbia River, MP 73.3	J	CTC		3.4	
	11,537	12005	78.2	OVERLOOK				4.2	
		12008	81.0	SCRIBNER Adj. Sub: Lakeside, MP 80.9	JX			2.0	
		12009	82.5	UP JCT Adj. RR: UP, MP 82.5	J			0.5	
		63009	82.9	LAKESIDE JCT. Adj. Sub: Lakeside, MP 83.0	J			80.0	
				Adjoining Sub: Lakeside Information for Lakeside Jct. is found in the Lakeside sub. Timetable.					

Radio Call-In		
Radio Channel 88-20 in service in Hauser Yard		
Radio Channel 31 assigned to Hauser Yard Mechanical		
UP Channel 42-42, UP Call-up *16 BNSF DS - Marshall 53(X)		
Radio Channel 76 in service Sandpoint Jct to UP Jct.		
Sandpoint - 49(X)	Athol - 50(X)	Hauser - 42(X)
Spokane - 52(X)		
Radio Channel 48 in service for switching Spokane Yard		
Radio Channel 70 in service UP Jct. to Lakeside Jct.		
Lakeside - 53(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

Sandpoint Jct. to UP Jct.—(817) 867-7072, Fax (817) 234-1610
UP Jct. to Lakeside Jct.—(817) 867-7071, Fax (817) 234-1620
UP—(402) 636-1710 weekdays, (402) 636-1709 weekends

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 2.9 to MP 82.9	79 MPH.	60 MPH.
Trains 100 TOB and over		50 MPH.

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

1(B). Speed—Permanent Restrictions

MP 2.9 to MP 5.0	35 MPH.	35 MPH.
MP 5.0 to MP 5.9	50 MPH.	45 MPH.
MP 5.9 to MP 7.5 MT 2	60 MPH.	50 MPH.
MP 5.9 to MP 14.2 MT 1	60 MPH.	50 MPH.
MP 7.5 to MP 14.2 MT 2	70 MPH.	
MP 14.6 to MP 14.8	40 MPH.	40 MPH.
MP 19.3 to MP 19.6	75 MPH.	
MP 21.6 to MP 22.0	70 MPH.	
MP 33.0 to MP 33.5	75 MPH.	
MP 44.4 to MP 44.5	60 MPH.	
MP 45.6 to MP 47.5 MT 4, MT 5, MT 6	40 MPH.	40 MPH.
MP 47.5 to MP 47.6 MT 4, MT 5, MT 6	25 MPH.	25 MPH.
MP 47.5 to MP 47.6 MT 4, MT 5, MT 6 M&H trains only	10 MPH.	10 MPH.
MP 47.6 to MP 49.7 MT 4, MT 5, MT 6	40 MPH.	40 MPH.
MP 63.3 to MP 70.3, MT 1	40 MPH.	40 MPH.
MP 63.3 to MP 65.9, MT 2	79 MPH.	60 MPH.
MP 65.8 to 66.11 HER, MT 2 to MT 2 Westbound only	10 MPH.	10 MPH.
MP 65.9 to MP 70.3, MT 2	40 MPH.	40 MPH.
MP 70.3 to MP 72.8	25 MPH.	25 MPH.
MP 72.8 to MP 73.6	30 MPH.	30 MPH.
MP 73.6 to MP 79.6	60 MPH.	60 MPH.
MP 79.6 to MP 82.5	55 MPH.	55 MPH.
MP 82.5 to MP 82.9	35 MPH.	35 MPH.

1(C). Speed—Switches, Turnouts and Sidings

Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Sandpoint Jct.	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
East Algoma	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
West Algoma	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
Cocolalla	50 MPH.	50 MPH.
Trains 100 TOB and over		40 MPH.
CP 223	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
Athol	50 MPH.	50 MPH.
Trains 100 TOB and over		40 MPH.
Ramsey, siding turnouts	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Rathdrum	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
East Hauser	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
West Hauser	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
Hauser Jct crossover	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
Otis Orchard	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Irvin	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Parkwater	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.
Havanna St.	40 MPH.	40 MPH.
Trains 100 TOB and over		25 MPH.
Sunset Jct.	25 MPH.	25 MPH.
Latah Jct.	30 MPH.	30 MPH.
Trains 100 TOB and over		25 MPH.

This page for future use. Currently not in effect.

	Passenger	Freight
Overlook, siding turnouts	25 MPH.	25 MPH.
Scribner to Marshall crossover	25 MPH.	25 MPH.
UP Jct. and Lakeside Jct.	35 MPH.	35 MPH.
Trains 100 TOB and over		25 MPH.

1(D). Speed—Other

Hauser, East Yard Lead, between East Hauser dual control switch and east track 10 lead switch	20 MPH.	20 MPH.
Hauser, West Yard Lead, between MT 4 switch and west fuel 3 switch	20 MPH.	20 MPH.
Hauser fueling facility over fuel 3 pad	5 MPH.	5 MPH.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 95 Degrees F	Maximum 50 MPH	Maximum 45 MPH	Maximum 60 MPH
96 to 100 Degrees F	Maximum 45 MPH	Maximum 40 MPH	Maximum 60 MPH

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

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

Six-axle locomotives and derricks are not allowed on:

Velox	Yard tracks	Tracks 3001 - 3090
Yardley	East fuel platform crossover	Track 1805
South 40	Industry tracks	Tracks 1001 - 1056
Erie Street	Yard tracks	Tracks 701-715
S.I.	Industry tracks	Tracks 893 - 899
Alki Spur	Cold Storage	Track 1475

3. Type of Operation
CTC—in effect:
MP 2.9 to MP 82.9
MP 47.4—track 3593, within control point

Multiple Main Tracks—in effect:
2 MT
MP 5.1 to MP 14.1
MP 16.6 to MP 33.5
MP 44.6 to MP 45.6
MP 49.5 to MP 58.9
MP 63.0 to MP 82.9

5 MT
MP 45.6 to MP 49.5

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 5.5—Advance Warning signs have been placed at MP 46.0 for westward trains and at MP 49.0 for eastward trains for MT 4, MT 5, and MT 6. This is less than 2 miles in advance.

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations:

Location	Milepost	Crossing Name
Rathdrum, ID	44.48	Mill Street
Spokane Valley, WA	64.03	University Road

All other whistle requirements remain in effect.

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

Rule 6.26—The 5 main tracks between MP 45.6 and MP 49.7 are numbered (facing westward, from right to left) MT 1, MT 2, MT 4, MT 5, and MT 6. There is currently no MT 3.

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

MP 66.27	National Feed	Track 1005
MP 66.43	Building Specialties	Track 1015
MP 66.53	Ashgrove Cement Lead	Track 1024
MP 66.54	Exxon Mobil	Track 1048
MP 66.99	American Recycling	Track 1056
MP 70.15	Starch Plant	Track 1575
MP 71.7	Steam Plant	Track 742

This page for future use.

Currently not in effect.

Rule 10.3—A sign reading "Track and Time Point One" has been installed within the control point at MP 66.0. Track and time may be issued using this sign as a designated point. Trains and employees must not occupy the track beyond this sign. Diagrams are posted in the MW lunch room, Building 1 at Parkwater, and in the TY&E lunch room at Yardley for review.

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures
MP 8.5—DED—EWD only—Recall Code 498
MP 60.1—WWD only—Recall Code 498
MP 70.5—DED—WWD only—Recall Code 438
MP 76.9—DED—EWD only—Recall Code 538

B. Other TWD Locations
MP 2.9—DED—Exception Reporting Recall Code 497
MP 8.5—DED—WWD only—Recall Code 498
MP 11.7—Recall Code 487
MP 16.5—DED—Exception Reporting
MP 24.2—Recall Code 488
MP 27.1—DED—Exception Reporting
MP 33.5—DED—Exception Reporting
MP 36.8—DED—Exception Reporting
MP 41.2—Recall Code 497
MP 47.0—DED—Exception Reporting
MP 51.9—DED—Exception Reporting
MP 56.1—DED—Exception Reporting
MP 60.1—EWD only—Recall Code 498
MP 70.5—DED—EWD only—Recall Code 438
MP 76.9—WWD only—Recall Code 538

6. FRA Excepted Track

South 40	Industry Tracks	Tracks 1001 - 1056
Erie Street	Yard Tracks	Tracks 701 - 715
S.I.	Industry Tracks	Tracks 893 - 899
Alki Spur	Cold Storage	Track 1475
Spokane	Steam Plant Stub MT 2	Track 743

7. Special Conditions

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

Hauser Yard—All trains and/or engines will receive permission from the yardmaster before entering the yard or moving from a yard track. The yardmaster will communicate with any affected switch crew before authorizing the movement.

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

Spokane—All trains and/or engines will receive permission from the yardmaster before entering the yard or moving from a yard track. The yardmaster will communicate with any affected switch crew before authorizing the movement.

TY&E Voluntary Switch Lock Program—Switch locks are installed at Yardley at both ends of the following tracks:

Tracks 1 through 16 and 45 through 59

Crossovers 1, 59, 2, 2 to 1, and from the MT to 1 Track through the hand-throw switches (the Hard Way).

Switch Lock Stations will be located at both ends of the Hell Hole, Track 48 on the West End and Track 52 on the East End. These Craft Specific locks are painted with High Visible Orange Paint.

Under the authority of the Yardmaster, the Conductor or Foreman in charge can voluntarily lock both or either ends of the track while coupling air hoses and/or performing air tests of their own. After completion of their work, the Conductor or Foreman must notify the Yardmaster when the crew is unlocking the track. It will be necessary for the crew to remove all locks that were originally placed. All locks must be returned to the switch lock station after the work has been performed and completed. Any crew member that encounters a locked track in the yard must call the Yardmaster to make sure the track is clear of employees working on those tracks.

These procedures are a tool for your use to provide additional protection while working in a specific track. They are not intended to supersede GCOR Rule 5.13 (Blue flag Signal Protection of Workman). The Conductor or Foreman must notify the Yardmaster before locking out any track.

Remote Control Operations—Signs located at MP 72.6 at Sunset Jct. and MP 65.08 designate the Remote Control Area at Yardley.

Remote Control Zone Yardley—Signs located at MP 68.6 (east of "Around the Horn" switch) and MP 68.2 (west of Havanna St.) designate the Remote Control Zone (RCZ) on the old main at the west end of Yardley Yard.

Activation/Deactivation Procedure—The Remote Control Operator will contact the Desk One Yardmaster and request that the RCZ be activated. After permission is received from the yardmaster, the RCZ will be activated. The RCZ will remain activated until the Remote Control Operator has notified the yardmaster that the RCZ has been deactivated.

Before occupying or fouling the tracks within the RCZ , the Desk One Yardmaster must be contacted to determine if the RCZ is activated. The Desk One Yardmaster may instruct movement beyond the RCZ signs when the RCZ has been deactivated by the Remote Control Operator.

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

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

This page for future use. Currently not in effect.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 103.2.1, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

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

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.

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

Athol	Merritt Brothers	Track 340	Gates
Yardley	Ramp Masters	Track 1011	Gates
		Track 1012	Gates

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

Erie Street	Yard Tracks	Tracks 701 - 715

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.

Radio Activated Public Crossing Gates—Radio activated public crossing gates (DTMF) are in effect:

MP 38.92 Ramsey Road
MP 58.93 Barker Road
MP 62.95 Pines Road

These gates can be activated by using Channel 76 and entering the four-digit MP number followed by the pound (#) key. The gates will activate for 30 seconds.

Test Miles
MP 34.0 - MP 35.0
MP 71.0 - MP 72.0

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:

MP 7.8
MP 51.3
MP 58.8

8. Line Segments

Yard Line Segments

Line Segment	Limits
627	Hauser Yard
652	Spokane passenger tracks 5 & 6 and crossover to MT.
651	Spokane

Road Line Segments

Line Segment	Limits
45	Sandpoint Jct. to Spokane
46	Spokane to Sunset Jct.
37	Sunset Jct. to Latah Jct.
47	Latah Jct. to Lakeside Jct.

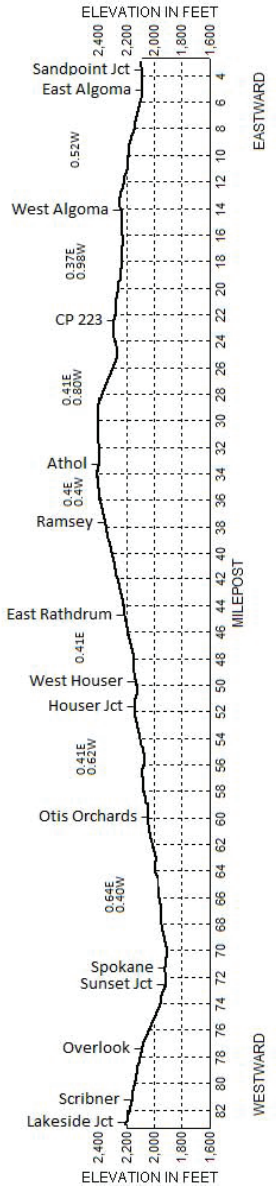
9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
01810	Algoma	10.3	700	West
01817	Cocolalla, MT 1	17.4	1,000	East
01817	Cocolalla, MT 2	17.4	460	East
01830	Athol, MT 1	31.6	1,204	Both
01830	Athol, MT 1	31.6	487	East
01830	Athol, MT 2	31.6	1,405	West
01837	Ramsey	38.6	688	West
01843	Rathdrum, MT 2	44.7	595	West
01855	Otis Orchards, MT 1	56.6	545	East
01855	Otis Orchards, MT 2	56.6	475	East
01858	Velox	60.3	Yard	East
01860	Trentwood (Lead)	613.9	5,375	West
01870	Spokane (Steam Plant MT 2)	71.7	1,186	East

This page for future use.

Currently not in effect.

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
Adjoining Sub: Yakima Valley Information for Ellensburg is found in the Yakima Valley sub. Timetable.									
	8,000	13126	0.0	ELLENSBURG	B	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 CTC		1.2	
	9,300	13207	82.3	KANASKAT				5.9	
		13213	88.2	RAVENSDALE		TWC		14.4	
			102.6	STAMPEDE WYE Adj. Sub: Seattle, MP 102.9				0.3	
			102.9	RAINIER Adj. Sub: Seattle, MP 103.0	JT	CTC		102.9	
Adjoining Sub: Seattle Information for Rainier is found in the Seattle sub. Timetable.									

Radio Call-In		
Radio Channel 76 in service Ellensburg to Rainier		
Ellensburg - 80(X)	Cle Elum - 51(X)	Easton - 61(X)
Stampede Tunnel - 48(X)	Stampede - 53(X)	Kanaskat - 52(X)
Auburn - 62(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information
(817) 867-7081, 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 0.0 to MP 1.3	35 MPH.
MP 1.3 to MP 10.9	49 MPH.
MP 10.9 to MP 12.8	25 MPH.
MP 12.8 to MP 14.3	35 MPH.
MP 14.3 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—MT 1	40 MPH.
MP 39.3 to MP 41.1—MT 1	20 MPH.
MP 36.9 to MP 38.0—MT 2	30 MPH.
MP 38.0 to MP 41.1—MT 2	20 MPH.
MP 39.3 to MP 57.6	20 MPH.
Trains 143 TOB and greater on descending grade	
Westward MP 47.0 to MP 59.0	15 MPH.
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.
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, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

	Freight
Ellensburg, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Bristol, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
E. Easton	
Trains 100 TOB and over	25 MPH.
W. Easton	20 MPH.
Lester, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Kanaskat, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Stampede Wye	10 MPH.
Rainier	20 MPH.

1(D). Speed—Other
SSI Item 1(A) Control of Harmonic Rocking on Jointed Rail—Between West switch Lester to Auburn and between Ellensburg to East switch Easton Item 1A of System Special Instructions applies to all trains.

Temperature Restrictions
Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over
90 to 95 Degrees F	Maximum 49 MPH	Maximum 45 MPH
96 to 100 Degrees F	Maximum 49 MPH	Maximum 40 MPH

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

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

Thorp	Back Track	Track 741
Cle Elum	Siding	Track 768

Loaded unit trains are not permitted on the following tracks:

Thorp	Back Track	Track 741
Cle Elum	Siding	Track 768
Ravensdale	Siding	Track 3898
Covington	Siding	Track 3998

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

MP	37.2	Easton MT 2 East Wye	Track 3211
MP	37.5	Easton MT 2 West Wye	Track 3210
MP	38.1	Easton MT 2 East House Track	Track 3201
MP	38.5	Easton MT 2 West House Track	Track 3201
MP	59.1	Lester East Wye	Track 3531
MP	59.3	Lester West Wye	Track 3530
MP	59.6	Lester East House Track	Track 3501
MP	60.1	Lester West House Track	Track 3501
MP	82.0	Kanaskat East House Track	Track 3701
MP	82.6	Kanaskat West House Track	Track 3701

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

Thorp	Tracks 741, 748
Cle Elum	Tracks 762, 768
Palmer Jct to Veazey Pit	MP 0.0 to MP 6.9

7. Special Conditions

Thorp—MP 7.6, Stub Track and Old Siding, Track 741 and 748 will be used by the Maintenance of Way department only.

Cle Elum—Public Crossings, When operating on siding MP 24.9 (Oakes St.) and MP 25.4 (S. Cle Elum St.) trains are required to stop at signs and may proceed after lights are flashing and gates are fully lowered.

MP 25—Maintenance of Way tracks, tracks 762 and 768 will be used by the Maintenance of Way department only.

Bullfrog—During normal business hours, 0600-1900 and/or when the crossing gate is open, stop back of the crossing to allow access in the event of an emergency at the facility.

Easton—MP 38.1, stub track, track 3202 will be used by the Maintenance of Way department only.

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.

Ravensdale—Public Crossings, When operating on siding MP 88.3 (Ravensdale Way) trains are required to stop at signs and may proceed after lights are flashing and gates are fully lowered.

Covington—Public Crossings, When operating on siding MP 94.7 (Covington Way) trains are required to stop at signs and may proceed after lights are flashing and gates are fully lowered.

Auburn—Public Crossings, When operating on siding MP 101.6 (Auburn-Black Diamond Road) and MP 101.9 (M Street) trains are required to stop at signs and may proceed after lights are flashing and gates are fully lowered

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 253-591-2563 at least 24 hours prior to the planned movement to confirm an inspection and a delivery time.

Stampede Tunnel Specific Information

Survivair SCBA System—TY&E employees must receive training on the operation of the Survivair (SCBA) System and it must be immediately accessible while operating in the Stampede Tunnel. Employees not certified in Survivair (SCBA) are not considered qualified for this territory.

Survivair (SCBA) equipment must be checked out for each trip, by qualified crew members, at Interbay, Tacoma or Ellensburg.

Survivair (SCBA) equipment must be checked in after each trip, by qualified crew members, at Interbay, Tacoma or Ellensburg.

Survivair (SCBA) certification is the responsibility of the employee.

- TY&E employees are required to recertify every 12 months.
- Employees will receive notification up to 30 days in advance while using the system.
- Employees must contact their supervisor for recertification

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	X			
East Portal				0
Bay 1		X	South	2,580
Bay 2		X	North	2,630
Bay 3		X	South	4,780
Bay 4		X	North	4,965
Bay 5		X	South	7,325
Bay 6		X	North	7,440
West Portal				9,832
Lester	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 the 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.
IV. DP Engines	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.

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

Chart C					
1200 FEET			2400 FEET		
Min	Sec	MPH	Min	Sec	MPH
	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

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operations apply between Lester and Stampede, ruling grade 2.2 percent, and between Martin and Easton, ruling grade 2.2 percent.

ABTH 103.7.4—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 41 to MP 58.5.

The total brake pipe reduction to control train's speed must not exceed 15 psi. If the total brake pipe reduction exceeds 15 psi, the train must be stopped immediately.

ABTH 103.8 Emergency Brake Applications—When conditions warrant, use an emergency brake application without hesitation if any condition occurs in which there is doubt that service applications can control train speed and anytime maximum authorized speed is exceeded by 5 MPH or more.

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 - MP 59.0
Eastward, MP 47.0 - MP 41.0

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
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

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.)

ETD and HTD Failures or DP Communication Loss IBU, Merchandise, and Bulk Commodity Trains—When an enroute failure occurs at anytime the controlling locomotive is within the Stampede Tunnel, MP 46.58 to MP 48.39 train my proceed as long as the train is under control until the entire train exits the tunnel. Trains must not exceed 15 MPH as lead Locomotive exits the tunnel.

If after moving one train length upon exiting the tunnel and communication is not restored, train must be stopped and cause investigated.

Stampede Tunnel Communications—If communications between HTD/ETD is lost enroute, the train must not pass Easton (westward) or Lester (eastward) until communication is re-established. A supply of replacement batteries and ETD’s will be available at Easton (Depot) and Lester (Depot). Notify the dispatcher if the battery or ETD is removed for use as well as notifying the Mechanical Help Desk with failure information.

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.

Doublestack Equipment—Between Easton and Lester: Trains handling cars exceeding Plate E are not permitted except trains handling doublestack equipment may operate if the equipment is bare table or contain containers in the bottom well only.

Tunnel Locations
MP 46.6 Tunnel No. 3
MP 49.5 Tunnel No. 4

Walkway Removed from the Following Bridges
MP 58.4
MP 58.9
MP 60.5
MP 67.7

Test Miles
MP 8.0 - MP 9.0
MP 101.0 - MP 102.0

Long/Short Miles
MP 28 - MP 29 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 - MP 4.1
MP 6.1 Bridge
MP 10.0 Bridge
MP 19.0 Bridge
MP 32.6 - MP 34.5
MP 48.5 Bridge
MP 56.3 Bridge
MP 58.3 Bridge
MP 60.5
MP 64.9 - MP 67.6
MP 72.0 - MP 78.0
MP 81.5 Bridge
MP 98.7
MP 100.2 Bridge

8. Line Segments

Yard Line Segments

Line Segment	Limits
607	Auburn Wye

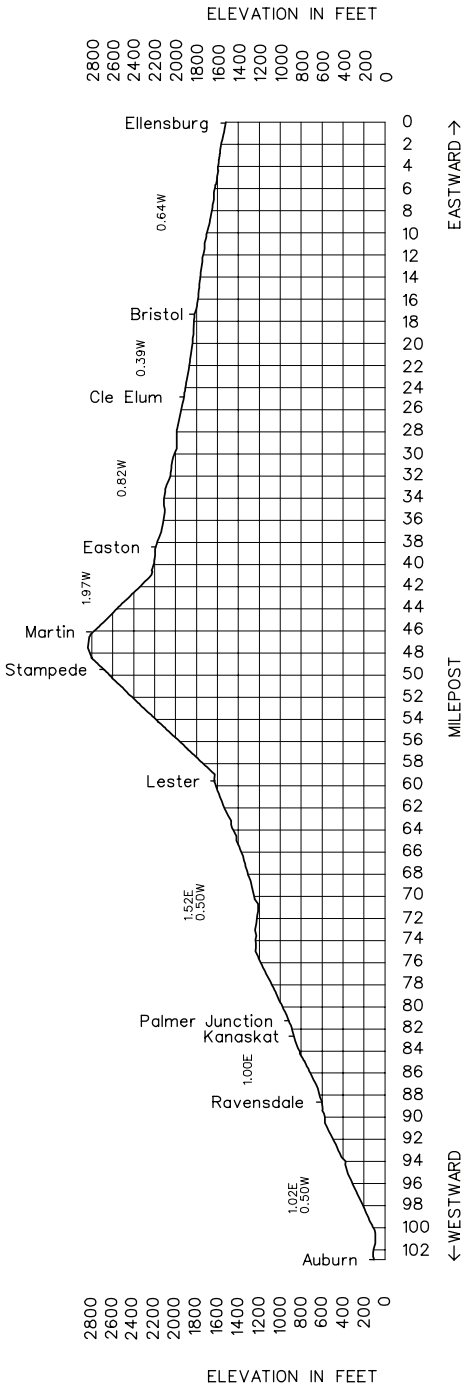
Road Line Segments

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. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
13154	Bullfrog	29.0	1,500	Both
13220	Covington	94.3	5,650	Both
13228	East Auburn	102.0	4,350	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
				End of Sub					
		66089	127.2	SUMAS	B	Rule 6.28		6.4	
		66083	120.8	NOOKSACK		TWC		9.4	
		66073	111.4	DEMING			403	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 Adj. Sub: Bellingham, MP 16.6=71.8	J		409	45.1	
				Adjoining Sub: Bellingham Information for Burlington is found in the Bellingham sub. Timetable.					

Radio Call-In		
Radio Channel 76 in service Sumas to Burlington		
Blaine - 41(X)	Bellingham - 39(X)	Burlington - 38(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 60 in service Sumas Yard		

Dispatcher Information
(817) 867-7081, 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, Turnouts and Sidings—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.

Sedro Woolley—Six-axle locomotives and six-axle derricks are not permitted on any yard tracks.

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—in effect:
Lynden Spur MP 0.0 - MP 11.3
Sumas from MP 127.2 - 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 1.5 - MP 11.3	All tracks
Sumas	MP 126.5	Oil Spur Track 7109
Sedro Woolley	MP 86.8	All Yard Tracks

7. Special Conditions
Sumas and Huntingdon—Trains will not pass the USA Canada Border without the permission of Customs and Immigration inspectors. Anyone crossing the border by land must have appropriate documentation.

Sumas—US and Canadian Customs are inspecting both Northward and Southward box car equipment for unauthorized or illegal passengers. Any box car equipment that needs to be inspected will be set out. BNSF has contracted Border Cargo Services (BCS) of Blaine, Washington to open and close equipment for Customs.

1. BCS and Customs will perform these inspections at Sumas.
2. BCS will then Blue Flag both ends of the train along with placing a Blue Light on the engineer's control stand if needed.
3. BCS will inspect both sides of the cars looking for unauthorized or illegal passengers and will close and seal car doors.
4. Once the inspection is complete, the Blue Flags and the Blue Light will be removed and customs will notify the Coordinator at New Westminster that the cars have been inspected and ready to go.

Northward Trains at Sumas—All Northward Trains operating from Sumas to Huntingdon:

1. Prior to entering Canada, the Conductor will give US Customs, Canadian Customs and the SRY a One Hour Out Call. Let them know the number of cars engines, and people on the crew.
2. Conductor will finalize where to land the SRY North Interchange and where to pick up the SRY South Interchange. If Conductor cannot contact the SRY, they can contact the switch crew on radio channel 1818.
3. Before going North, the Conductor should verify that the Train Order Lists from the SRY is consistent with what the computer reflects from Topeka and check all cars for overload restrictions on the Sumas Sub. Call Topeka if something is not correct.

Southward Trains at Huntingdon

1. When ready to depart Huntingdon, the crew will contact US Customs again to inform them they are heading South.
2. Crew will stop short of the border and wait for Customs to print off the Manifest list and come to the train.
3. Customs will roll by train to ensure train is how the manifest says. They can inspect a car if needed.

Border Operations Telephone Numbers

1. US Customs: 360-988-2971
2. Canada Customs: 604-557-7121
3. SRY: 604-864-2270
4. Border Cargo Services:
   a. 360-332-2900 (Business Hours Only)
   b. 360-220-7300 or 360-220-5570 (24/7 on call cell phones)
5. New Westminster Coordinator: 604-520-5207

MP 126.4, Oil Spur Track, Track #7109 will be used by Maintenance of Way department only.

Sedro Woolley—No release of the automatic brakes should be attempted with the train stretched and moving through the 14-degree curve at MP 21.15.

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.

MP 86.8, Lumber Spur Tracks, Tracks #9903 and #9904 will be used by the Maintenance of Way department only.

Locations Approved for Gravity Switch Movements
Lynden

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 - MP 110.0
MP 104.5 - MP 103.8
MP 98.0—Bridge
MP 96.8 - MP 86.0

8. Line Segments

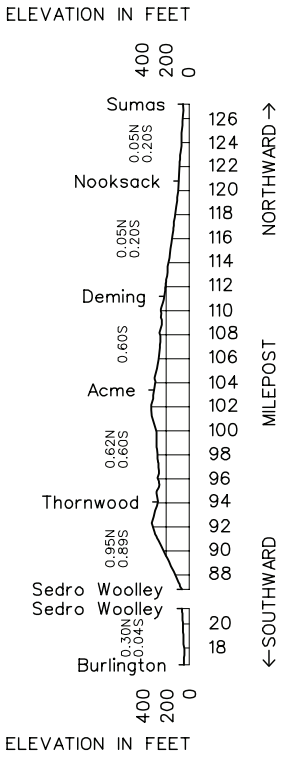
Road Line Segments

Line Segment	Limits	Mileposts
614	Hampton—Lynden	MP 5.5 - MP 11.3
399	Sumas—Hampton	MP 0.0 - MP 5.5
403	Sumas—Sedro Woolley	MP 127.2 - MP 86.8
403	Sedro Woolley	MP 86.8 - MP 85.8
409	Sedro Woolley—Burlington	MP 21.3 - MP 16.6

9. Other Location Information

Name	Mile Post	Capacity in Feet	Switch Opens
66410 Lynden (on Spur)	11.3 miles from Sumas on Spur	450	East
66405 Hampton (on Spur)	MP 6.0	250	East
66077 Lawrence	MP 115.6	525	South
66060 Wickersham	MP 98.4	300	South

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
Adjoining Sub: Fallbridge Adjoining Sub: Lakeside Information for SP&S Jct. is found in the Fallbridge sub. Timetable.									
		12146	1.7	SP&S JCT Adj. Sub: Fallbridge, MP 1.7 = 229.7 Adj. Sub: Lakeside, MP 1.7 = 147.5	JM	TWC	48	0.9	
		13004	2.8	KENNEWICK				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 Adj. RR: CWA ,MP 34.3	JT	TWC		5.6	
		13040	40.0	PROSSER	B			5.5	
	7,650	13046	45.5	BYRON		CTC		6.5	
		13052	52.0	MABTON		TWC		8.4	
			60.4	SATUS				10.5	
	7,850	13070	70.9	TOPPENISH Adj. RR: YCR, MP 72.2	J	CTC		7.4	
		13078	78.3	WAPATO		TWC		4.4	
		13082	82.7	PARKER				7.3	
		13089	90.0	YAKIMA	BTP			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	ELLENSBURG	B			124.5	
Adjoining Sub: Stampede									

Radio Call-In		
Radio Channel 76 in service SP&S Jct to Ellensburg		
Pasco - 46(X)	Prosser - 58(X)	Yakima - 23(X)
Selah Butte - 47(X)	Ellensburg - 49(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		
Radio Channel 62 in service for Maintenance of Way		
Radio Channel 66 in service for switching Yakima Yard		

Dispatcher Information
(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, Turnouts and Sidings
Trains and engines using sidings must not exceed the turnout speed for that track unless otherwise indicated.

Kiona, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Byron, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Toppenish, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Pomona, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.
Ellensburg, siding turnouts	30 MPH.
Trains 100 TOB and over	25 MPH.

1(D). Speed—Other

Kennewick – former MT of Dept. Energy trackage	20 MPH.
Westward intermodal trains over detector at MP 124.2	10 MPH.

Item 1(A) of the System Special Instructions applies.

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

Hot Weather—When the ambient temperature (air) is in one of the following ranges, maximum authorized speed from the chart below applies unless a more restrictive speed is in effect. Notify the Train Dispatcher when the train is heat restricted.

If the temperature exceeds the range in the chart below, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

Temperature Range	Freight Trains up to 100 TOB	Freight Trains 100 TOB & Over
90 to 95 Degrees F	Maximum 49 MPH	Maximum 45 MPH
96 to 100 Degrees F	Maximum 49 MPH	Maximum 40 MPH

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
SP&S Jct. to Ellensburg ..... 143 tons, Restriction B

Six axle locomotives and six-axle derricks are not permitted on the following tracks.
None

Loaded unit trains are not permitted on the following tracks:
Ellensburg Siding Extension Track 742

3. Type of Operation
TWC—in effect:
MP 1.7 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

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

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	72.7	Toppenish (Wesley Jct) Siding	Track 2698
MP	97.5	Pomona East switch	Track 701

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 auxiliary tracks on Yakima Valley sub are to be considered excepted track unless listed below:

Kennewick	Tracks 1035 and 1058
Vista	Track 2508
Badger	Track 2528
Gibbon	Track 2540
Prosser	Tracks 2551, 2558
Toppenish	Tracks 2609, 2696, 2697 and 2698
Union Gap	Track 174
Yakima	Tracks 101, 113 and 431
Selah	Track 630
Pomona	Tracks 701 and 702
Wymer	Track 718
Ellensburg	Tracks 738, 739 and 742

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).

Movements operating on UP Kalan Industrial lead between Kennewick and Richland Jct. will use AAR radio channel 42-42 (UPRR channel), and are governed by GCOR 6.28. Prior to entering the Kalan Industrial lead, an employee will attempt to determine via radio if other movements are occupying this track.

Prior to entering Port of Benton Trackage at Richland Jct. crew will contact TCRY on AAR channel 15-15 and be governed by instructions from TCRY. TCRY Timetable, SSI and General Orders will govern between MP B46.7 and B35.8.

Horn Rapids industrial lead owned by City of Richland – GCOR 6.28 in effect.

Department of Energy Trackage north of MP 35.8 – GCOR 6.28 in effect. Maximum speed 20 mph on former main tracks, 10 mph on auxiliary tracks.

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.

Toppenish—Interchange with the Yakima Central Railroad (YCR) 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 MT 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.

Cars must not be left between the MT 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 MT at Washington Street.

Between Pomona and Thrall—Watch for falling rocks between MP 99.0 and MP 120.0.

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.

Locations Approved for Gravity Switch Movements—Union Gap International Paper.

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:

Both Directions

Kennewick	Passing Track between (Fruitland and Benton St..)	Track 1058
Vista	Siding Track	Track 2508
Gibbon	CWA yard Jacking Pads	Track 2543
Prosser	Siding behind Miline Fruit	Track 2558
Toppenish	Connell Grain Growers west end of track next to road	Track 2620
Yakima	Any yard track	
Selah	Siding	Track 630
Pomona	Jacking Pads	Track 706
Ellensburg	Jacking Pads	Track 735

WWD

Mabton	Jacking Pads at M&E Seed	Track 2582
Parker	Jacking Pads	Track 2710

EWD

Badger	East end siding	Track 2528
Wapato	East end yard lead	Track 2761

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.

Slide Fence Indicators——System Special Instructions 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.

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

Kennewick	Dock Track	Track 1040	Loading docks N side
	Amerigas	Track 1045	Gates, unloading equipment S side
	Baker Produce	Track 1050	Buildings N side
	Portofino	Track 1052	Buildings N side
Prosser	Lamb Weston	Track 2556	Buildings, fences N side
Toppenish	Connell Grain	Track 2620	Unloading equipment
Wapato	Scone & Conners	Track 2760	Buildings S side
Yakima	Front Street Ramp	Tracks 201, 202	Loading docks
Ellensburg	Dock Track	Track 735	Loading docks S side

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

Yakima	Yard Tracks	Tracks 108 - 109
Ellensburg	Twin City Lead	Tracks 736 - 737

Test Miles
MP 13.0 - MP 14.0
MP 80.0 - 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 - MP 60.0
MP 65.0 Bridge
MP 76.0 Bridge
MP 84.0 Bridge
MP 85.0 Bridge
MP 86.0 - MP 86.19
MP 90.0 - MP 91.1
MP 96.0 - MP 98.0
MP 99.0 - 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

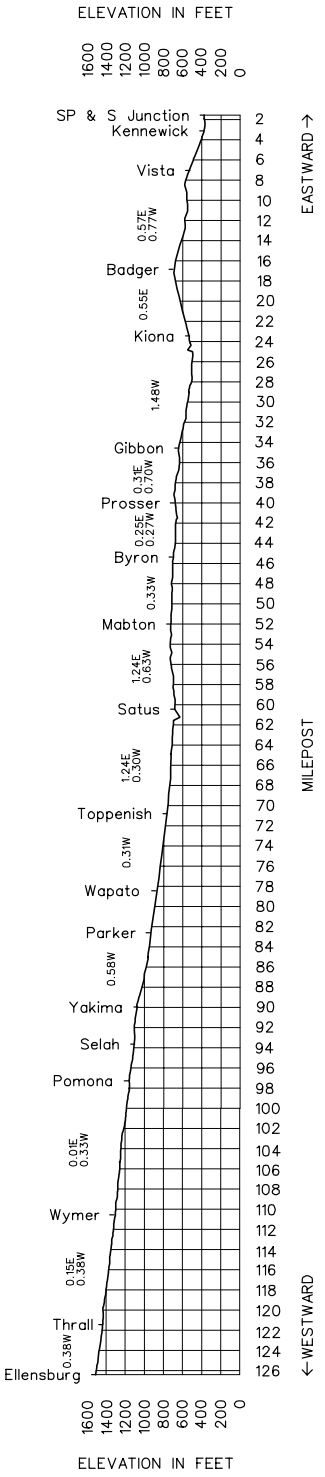
Road Line Segments

Line Segment	Limits
48	SP&S Jct. to Ellensburg

9. Other Location Information

Name		Mile Post	Capacity in Feet	Switch Opens
13017	Badger	16.8	4,600	Both
13040	Prosser	40.0	2,800	Both
13086	Union Gap	86.4	900	East
13093	Selah	93.8	3,400	Both
13096	Pomona	97.2	Yard	West

10. Grade Chart



Northwest Division MRAS Radio Guide				
Columbia River Subdivision				
Station	**Color**	**Access #**	**Mobile TX**	**Mobile RX**
Latah Jct	Green	*1 8-536-2304 CH 05	AAR TX 29	AAR RX 68
Edwall	Purple	*3 8-536-2340 CH 09	AAR TX 90	AAR RX 32
Lamona	Black	*1 8-536-2390 NO CH	AAR TX 95	AAR RX 59
Odessa	Gold	*1 8-536-2393 NO CH	AAR TX 44	AAR RX 84
Ephrata	Green	*2 8-664-2205 CH 05	AAR TX 29	AAR RX 68
Trinidad	P15	*1 8-536-6987 CH P15	AAR TX 91	AAR RX 13
Wenatchee	Blue	*2 8-664-2204 CH 04	AAR TX 97	AAR RX 34
Fallbridge Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Plymouth	Green	*2 8-546-3301 CH 05	AAR TX 29	AAR RX 68
Roosevelt	Blue	*2 8-748-3215 CH 04	AAR TX 97	AAR RX 34
Wishram	Red	*2 8-748-3279 CH 03	AAR TX 93	AAR RX 37
Bingen	Green	*2 8-748-3280 CH 05	AAR TX 29	AAR RX 68
Stevenson	Blue	*1 8-748-6306 CH 04	AAR TX 97	AAR RX 34
Portland	Green	*1 8-241-6304 CH 05	AAR TX 29	AAR RX 68
Gateway Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Scarface	Blue	*1 8-460-6299 CH 04	AAR TX 97	AAR RX 34
Big Valley	Purple	*1 8-460-6298 CH 09	AAR TX 90	AAR RX 32
Halls Flat	PBX P6	*1 8-460-6298 CH P6	AAR TX 79	AAR RX 15
Westwood	PBX P3	*1 8-460-6293 CH P3	AAR TX 92	AAR RX 10
Canyon Dam	PBX P2	*1 8-460-6495 CH P2	AAR TX 95	AAR RX 09
Crescent Mills	Blue	*1 8-460-6292 CH 04	AAR TX 97	AAR RX 34
Keddie	PBX P4	*1 8-460-6496 CH P4	AAR TX 90	AAR RX 15
Kettle Falls Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Chewelah	Blue	*3 8-536-2278 CH 04	AAR TX 97	AAR RX 34
Lakeside Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Spokane	Green	*1 8-536-2304 CH 05	AAR TX 29	AAR RX 68
Fishtrap	Yellow	*1 8-536-2259 CH 07	AAR TX 9	AAR RX 92
Tokio	Red	*2 8-536-2333 CH 03	AAR TX 93	AAR RX 37
Lind	White	*1 8-536-2255 CH 08	AAR TX 55	AAR RX 21
Connell	Yellow	*1 8-546-3279 CH 07	AAR TX 9	AAR RX 92
Eltopia	Purple	*2 8-536-2336 CH 09	AAR TX 90	AAR RX 32
Pasco	Red	*1 8-546-3253 CH 03	AAR TX 93	AAR RX 37

Northwest Division MRAS Radio Guide				
Oregon Trunk Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Oakbrook	P2	*1 8-385-7589 NO CH	AAR TX 95	AAR RX 9
Maupin	Green	*1 8-241-6306 CH 05	AAR TX 29	AAR RX 68
Dixon	Gray	*1 8-385-7588 NO CH	AAR TX 7	AAR RX 59
*Criterion (MP73)***	*P7*	*TBD*	*CH 92*	*CH 48*
*** pending 2011 upgrades*				
South Junction	Blue	*1 8-385-7587 CH 04	AAR TX 97	AAR RX 34
Madras	P7	*1 8-385-7586 NO CH	AAR TX 92	AAR RX 48
Bend	Red	*2 8-385-7547 CH 03	AAR TX 93	AAR RX 37
Beal / MP 37.5	Blue	*2 8-385-7549 CH 04	AAR TX 97	AAR RX 34
Chemult	Gray	*1 8-880-5649 NO CH	AAR TX 7	AAR RX 59
Klamath Falls	Red	*1 8-880-5647 CH 03	AAR TX 93	AAR RX 37
Scenic Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Skykomish	Green	*1 8-304-6604 CH 05	AAR TX 29	AAR RX 68
Cascade Tunnel	Blue	*1 8-664-2201 CH 04	AAR TX 97	AAR RX 34
Berne	Green	*2 8-664-2202 CH 05	AAR TX 29	AAR RX 68
Wenatchee	Blue	*2 8-664-2204 CH 04	AAR TX 97	AAR RX 34
Seattle Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Tiger Mountain (Sea/ N. of Tac)	Blue	*1 8-625-6304 CH 04	AAR TX 97	AAR RX 34
Bremerton (Coastline to Tac)	Brown	*2 8-625-6303 CH 10	AAR TX 78	AAR RX 10
Tacoma	Gray	*2 8-591-3010 NO CH	AAR TX 7	AAR RX 59
Chehalis	Green	*1 8-330-2504 CH 05	AAR TX 29	AAR RX 68
Longview	Blue	*1 8-578-2354 CH 04	AAR TX 97	AAR RX 34
Portland	Green	*1 8-241-6304 CH 05	AAR TX 29	AAR RX 68
Spokane Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Spokane	Green	*1 8-536-2304 CH 05	AAR TX 29	AAR TX 68
Stampede Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Tiger Mountain	Blue	*1 8-625-6304 CH 04	AAR TX 97	AAR RX 34
Kanaskat	Gray	*1 8-625-6307 NO CH	AAR TX 7	AAR RX 59
Lester	Green	*2 8-625-6305 CH 05	AAR TX 29	AAR RX 68
Stampede Tunnel	Red	*1 8-625-6308 CH 03	AAR TX 93	AAR RX 37
Ellensburg	Green	*1 8-625-6302 CH 05	AAR TX 29	AAR RX 68
Yakima Valley Subdivision				
Station	Color	Access #	Mobile TX	Mobile RX
Ellensburg	Green	*1 8-625-6302 CH 05	AAR TX 29	AAR RX 68
Yakima	Red	*2 8-546-3304 CH 03	AAR TX 93	AAR RX 37
Pasco	Red	*1 546-3253 CH 03	AAR TX 93	AAR RX 37

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