

Division Managers

Bellingham

P.J. DIETZ Trainmaster 625-6700
S.R. MORAN Roadmaster 625-6701

Centralia

G.A. GOWER Signal Supervisor 330-2525

Ellensburg

T.L. HESTERMANN ... Roadmaster 625-6880
R.J. SUTTON Signal Supervisor 625-6883

Everett

M.D. ANDERSON Signal Supervisor 304-6687
K.A. BEALER Terminal Trainmaster 304-6635
L.L. BRADEN Terminal Trainmaster 304-6635
T.J. DRISCOLL B&B Supervisor 304-6653
J.R. FRANZEN Terminal Trainmaster 304-6635
L.G. HALL Terminal Manager 304-6646
P.J. HAMELL Terminal Trainmaster 304-6635
R.G. KAZEN Roadmaster 304-6690
T.L. NIES Division Trainmaster 304-6632
T.W. OUDEANS Trainmaster 304-6699
B.K. POLNICKY Asst. B&B Supervisor 304-6561

New Westminster, BC

K.J. ROYAL Supt. Canadian Operations 520-5200
L.A. CREED Trainmaster 520-5201

Seattle

R.A. BERTHOLF General Foreman Cars 270-3665
T.L. DAVIS Terminal Manager 270-3735
J.W. ELLSTROM Superintendent Operations 625-6362
R.M. GAY Terminal Trainmaster 270-3692
D.R. GILLIAM Asst. Division Engineer 625-6065
S.A. GORDON Terminal Superintendent 270-3719
D.N. HELBLING Terminal Trainmaster 270-3692
G.S. HENNINGER Terminal Trainmaster 270-3692
B.E. HIPOL Roadmaster 625-6462
K.J. HORISZNY Asst. Roadmaster 625-6087
L.D. HUNTER Terminal Manager 270-3603
S.D. JOHNSON Terminal Trainmaster 270-3692
J.L. KIME Road Foreman 270-3770
S. KIPPERBERG B&B Supervisor 625-6238
R.M. LINNANE Terminal Manager 625-6072
J.A. LITTON Road Foreman Engines 270-3620
T.E. MARTIN Director Administration 625-6275
G.M. McNEIL Asst. Terminal Superintendent 270-3663
J.S. SAWICKI Terminal Trainmaster 270-3692
W. L. SCHROEDER Manager Safety & Rules 625-6364
J.H. WILLIAMS Terminal Manager 270-3602
L.D. WOODLEY Division Engineer 625-6363
J.K. WOVCCHA Terminal Trainmaster 270-3692

Tacoma

S.L. BOATMAN Terminal Trainmaster 591-2562
K.A. ESTERBY Terminal Trainmaster 591-2556
R.L. HALL Terminal Manager 591-2557
W.G. LONNGREN Roadmaster 591-2563
D.N. MEYERS Terminal Trainmaster 591-2556
J.R. NELSON Terminal Trainmaster 591-2556

Wenatchee

D.B. FLYNN Signal Supervisor 664-2267
G.H. RILEY Road Foreman Engines 664-2248
J.S. SOLOMOU Terminal Manager 664-2246
J. STROUP Asst. Roadmaster 536-0102

Yakima

G.A. FILCHER Trainmaster 546-3306

Superintendent's Hotline (800) 834-5534

BNSF



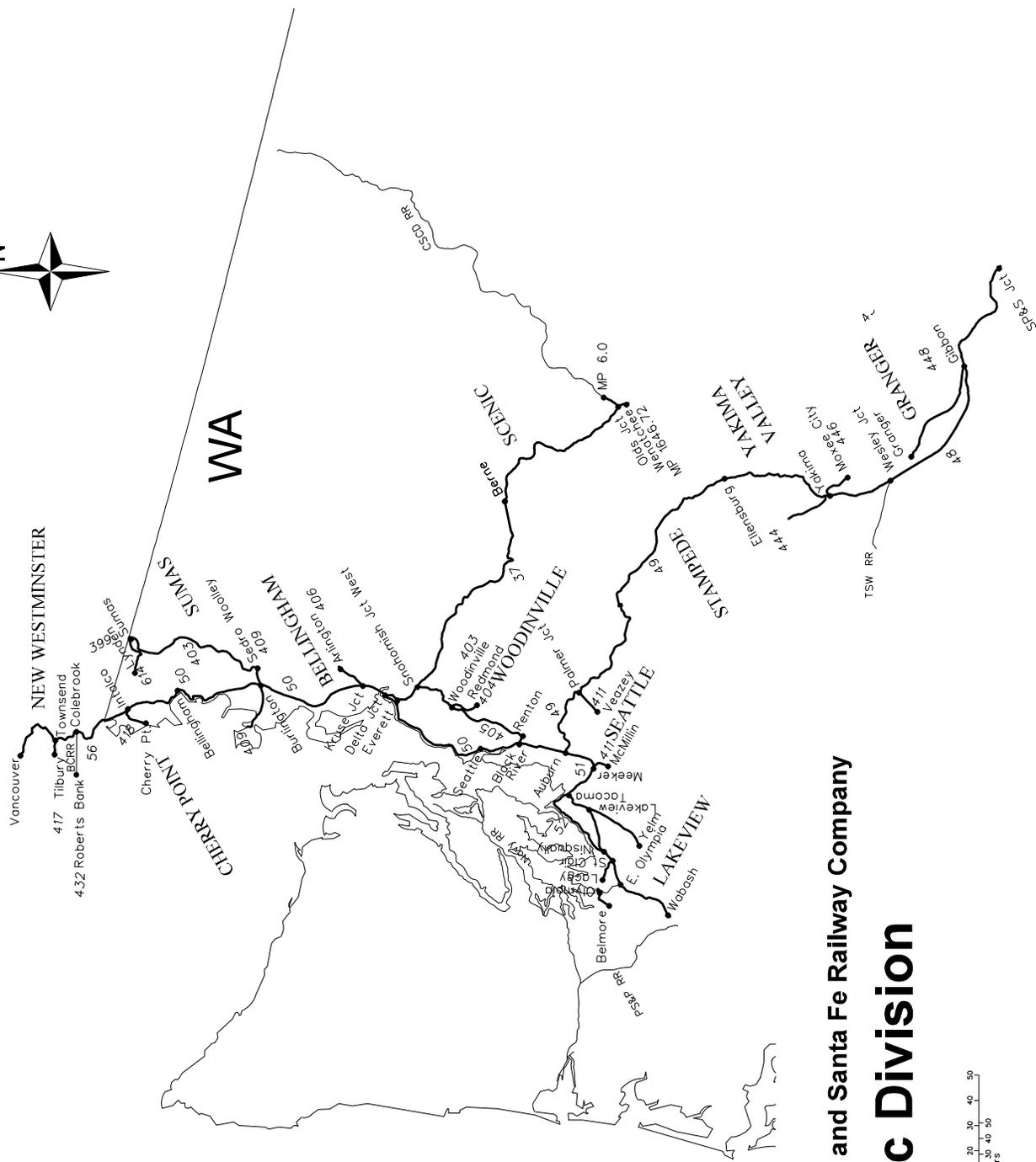
Pacific Division

Timetable No. 3

IN EFFECT AT 0001
Pacific Continental Time
Sunday, July 18, 1999

Division Superintendent

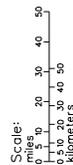
Greg White
Seattle, Washington
(206) 625-6361



WA

The Burlington Northern and Santa Fe Railway Company

Pacific Division



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 ↑
				Station	Post					
			119.6	USA CANADA BORDER	Y		ABS OCS		0.3	
	6,060	15088	119.3	BLAINE	BY		ABS OCS		2.4	
	8,588		116.4	SWIFT			CTC	50	4.3	
		15081	112.1	INTALCO	JT				5.9	
	8,478	15075	106.3	FERNDALE			ABS OCS	50	9.0	
		15067	97.0	BELLINGHAM	BY				3.2	
	6,347	15062	92.9	SOUTH BELLINGHAM	Y		CTC	50	13.4	
	8,884	15049	79.7	BOW					7.4	
	4,635	15042	71.9	BURLINGTON to MT. VERNON 3.9	J					
		15042	16.6Z	BURLINGTON	R			409	12.4	
		66216	4.2Z	FIDALGO			TWC			
	6,075	15038	66.8	to BURLINGTON 3.9 MT. VERNON	B		CTC	50	12.4	
	6,381	15025	55.5	STANWOOD					9.7	
	6,846	15016	45.5	ENGLISH to KRUSE JCT. 3.6						
		66023	6.9X	ARLINGTON			TWC	406	7.2	
		15012	0.0X	KRUSE JCT.						
		15012	42.2	to ENGLISH 3.6 KRUSE JCT.			CTC	50	3.4	
	2,557	15009	38.8	MARYSVILLE					2.7	
			37.0 10.9	DELTA JCT.	BMTY				1.8	
		15005	9.1	DELTA	Y		ABS	50	1.9	
		02165	0.0	PA JCT.	JY				97.4	

Radio Channel No. 76 in service.

Bayside Yard at Everett is assigned Channel 14. All Bayside switch jobs and yardmasters will operate on this channel. Yardmaster will monitor Mainline Channel 1 and Seattle North Branch Channel 3. Delta Yard will operate on Channel 60.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)	Seattle North Branch Disp. - Stanwood - 65(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
(800) 789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
PA Jct. to Delta Jct.	35 MPH.	15 MPH.
MP 8.10 to MP 8.20	35 MPH.	25 MPH.
USA Canada Border to Delta Jct.	79 MPH.	50 MPH.
Loaded Coal Trains		40 MPH.
Delta Jct. to Everett Jct. via Bayside	15 MPH.	15 MPH.
Lowell to Sea Line Jct.		10 MPH.

1(B). Speed—Permanent Restrictions

MP 119.6 to MP 118.2	50 MPH.	30 MPH.
MP 118.2 to MP 108.7	79 MPH.	50 MPH.
MP 108.7 to MP 108.3	70 MPH.	50 MPH.
MP 108.3 to MP 106.2	79 MPH.	50 MPH.
MP 106.2 to MP 105.8	45 MPH.	40 MPH.

MP 105.8 to MP 103.4	70 MPH.	50 MPH.
MP 103.4 to MP 101.1	55 MPH.	50 MPH.
MP 101.1 to MP 100.2	40 MPH.	35 MPH.
MP 100.2 to MP 97.5	45 MPH.	35 MPH.
MP 97.5 to MP 96.7	20 MPH.	20 MPH.
MP 96.7 to MP 93.6	35 MPH.	30 MPH.
MP 93.6 to MP 90.45	40 MPH.	35 MPH.
MP 90.45 to MP 88.3	45 MPH.	35 MPH.
MP 88.3 to MP 87.2	40 MPH.	35 MPH.
MP 87.2 to MP 85.1	45 MPH.	35 MPH.
MP 85.1 to MP 82.5	40 MPH.	35 MPH.
MP 82.5 to MP 76.7	79 MPH.	50 MPH.
MP 76.7 to MP 76.5	60 MPH.	50 MPH.
MP 76.5 to MP 74.8	79 MPH.	50 MPH.
MP 74.8 to MP 74.5	45 MPH.	40 MPH.
MP 74.5 to MP 70.4	79 MPH.	50 MPH.
MP 70.4 to MP 67.9	50 MPH.	45 MPH.
MP 67.9 to MP 51.0	79 MPH.	50 MPH.
MP 51.0 to MP 49.5	65 MPH.	50 MPH.
MP 49.5 to MP 48.9	60 MPH.	50 MPH.
MP 48.9 to MP 47.9	70 MPH.	50 MPH.
MP 47.9 to MP 41.0	79 MPH.	50 MPH.
MP 41.0 to MP 38.7	50 MPH.	50 MPH.
MP 38.7 to MP 37.7	20 MPH.	20 MPH.
MP 37.7 to MP 37.2	35 MPH.	20 MPH.
MP 37.2 to MP 37.0	10 MPH.	10 MPH.
MP 10.9 to MP 10.7	10 MPH.	10 MPH.
MP 10.7 to MP 8.2	35 MPH.	15 MPH.
MP 8.2 to MP 8.1	25 MPH.	15 MPH.
MP 8.1 to MP 7.9	35 MPH.	15 MPH.
MP 0.8 to MP 0.0	30 MPH.	15 MPH.
Bellingham—over street crossings (HER)		
MP 96.2—Pine Street crossing	20 MPH.	20 MPH.
Burlington to Fidalgo		10 MPH.
Kruse Jct. to Arlington		10 MPH.
Delta Roundhouse/Rip Tracks		5 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:
Bow, Ferndale, Swift 30 MPH. 30 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed.

1(D). Speed—Other

Sidings: Bow, Ferndale, and Swift 30 MPH. 30 MPH.
All other sidings 10 MPH. 10 MPH.
Bridges 105.8, 99.1, cars heavier
than 138 tons. 25 MPH. 25 MPH.

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

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

USA Canada Border to PA Jct. 143 tons, Restriction D
Burlington to MP 13 143 tons, Restriction D
MP 13 to Fidalgo 134 tons, Restriction G
Kruse Jct. to Arlington 136 tons, Restriction F

Everett—Six-axle locomotives not permitted on Mill A Track 104 or on Kimberly Clark Tracks 220 through 229.

Mt. Vernon—Cenex Spur MP 68.71 only one 4 axle locomotive permitted.

Arlington Spur—Six-axle locomotives in excess of 175 tons and six-axle derricks not permitted beyond MP 1.0X.

Burlington to Fidalgo—Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

CTC—in effect:
North Swift MP 116.8 to Bellingham MP 98.7
South Bellingham MP 93.5 to Delta Jct. MP 37.0

ABS—in effect:

USA Canada Border MP 119.6 to North Swift MP 116.8
 Bellingham MP 98.7 to South Bellingham MP 93.5
 Delta Jct. MP 10.5 to PA Jct. 0.0

TWC—in effect:

Burlington MP 16.6Z to Fidalgo MP 4.2Z
 Kruse Jct. MP 0.0X to Arlington MP 7.2X

Yard Limits—in effect:

USA Canada Border MP 119.6 to North Swift MP 116.8
 Bellingham MP 98.7 to South Bellingham MP 93.5
 Delta Jct. MP 10.5 to PA Jct. MP 0.0

Restricted Limits—in effect:

Burlington MP 16.6Z to MP 13.0Z

Occupancy Control System—in effect:

Bellingham MP 98.7 to South Bellingham MP 93.5
 USA Canada Border MP 119.6 to North Swift MP 116.8

Trains and engines may occupy the main track with verbal OCS permission.

See System Special Instructions, Item 14, Rule 18.0
 Occupancy Control System (OCS).

Locations Designated as Industrial Track—Between:

- Delta Jct., Bayside, and Everett Jct.
- Sea Line Jct. and Lowell MP 6.4
- Delta Jct., Delta and GN Jct.

GCOR Rule 6.28 applies.

Interlockings and Drawbridges Not Indicated at Station

Drawbridge 37.0—1.7 miles south of Marysville—manual interlocking.

Drawbridge 37.8—1.2 miles south of Marysville—manual interlocking.

Drawbridge 38.3—0.5 miles south of Marysville—manual interlocking.

When interlocking signals display Stop indication, bridge operator, B&B foreman or signal maintainer must be called to inspect bridge equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derails are posted at absolute signals.

Drawbridge 7.6—2.0 miles west of Whitney—Drawbridge.

After stopping at stop sign, trains or engines must not proceed until permission is received from bridgetender.

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

Delta Jct.—Maintenance of Way employees may occupy manual interlocking on verbal authority from Bridge 37.0 bridge operator. Bridge 37.0 bridge operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Drawbridge 37.0—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridge operator. Bridge operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Drawbridges 37.8, 38.3—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridge tender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding. Instructions for operating dual control derails are posted at absolute signals.

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks:

MP 38.69—South siding switch Marysville
 MP 39.19—North siding switch Marysville
 MP 43.2—Pacific Grinding Wheel Spur
 MP 49.8—Industry Track Silvana
 MP 62.3—Conway Feed Spur
 MP 62.5—Pole Yard Spur
 MP 68.7—Mt. Vernon Terminal Railroad Interchange
 MP 68.71—Mt. Vernon Stagit Farmers/Cenex Spur
 MP 71.32—South switch Gravel Track Burlington
 MP 71.85—North switch Gravel Track Burlington
 MP 93.2—Spur Track South Bellingham
 MP 102.1—Noranda Spur
 MP 110.94—South Switch Custer
 MP 112.12—North Switch Custer

Rule 15.1—Trains operating between Blaine and PA Jct. must receive track warrant prior to departure from Blaine or Delta Jct.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 46.2 (DED Only)—NWD only
 - MP 55.2 (DED Only)—SWD only
 - MP 67.4 (DED Only)—NWD only
 - MP 74.6 (DED Only)—SWD only
- B. Other TWD locations
 - MP 46.2 (DED Only)—SWD only
 - MP 55.2 (DED Only)—NWD only
 - MP 58.9—Recall Code 388
 - MP 67.4 (DED Only)—SWD only
 - MP 74.6 (DED Only)—NWD only
 - MP 81.9—Recall Code 398
 - MP 110.5—Recall Code 418

6. FRA Excepted Track

Everett—Track 316 (Scale Track) Bayside, Track 422 Kokoku, Track 1414 Delta, Tracks 1901-1902 (Roundhouse/Rip Track) Delta.

MP 0.0X Kruse Jct. to MP 7.2A Arlington.

Stanwood—Twin City Food Spur, North Star Industries.

MP 68.7—Mt. Vernon Terminal Railroad Interchange.

Bellingham—Orchard Street Lead, Cement Track Lead.

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

Double-Stack Equipment—Trains handling double-stack equipment between Delta Jct. and Blaine must have containers placed in the bottom well only. Containers must not be stacked. 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 480430, and RABU 481001 through 481200 may be double stacked.

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

Loaded Coal Trains—Loaded coal trains to Bellingham Subdivision must move via Bayside Yard when practicable.

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

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

Automatic Equipment Identification Locations

- Everett—MP 38.6
- Bellingham—MP 79.1
- Bellingham—MP 100.3
- Blaine—MP 119.3

Locations Approved for Gravity Drop Movements

- Texaco—Fidalgo
- Yard—Bellingham
- Conway Grain—Fir

Everett—When using Alumina Loadout Track at Hewitt Ave., MP 33.16, crossing must be protected by a flagman on the ground unless crossing warning signals are known to have been operating for more than 20 seconds.

Marysville—MP 37 to MP 38: distance is 9,946 feet.

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

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

Custer—Loaded hazardous material cars must be set out on the south 2640 feet of spur track only.

Intalco—Loaded hazardous material cars must be set out on the north 2640 feet of north extension of wye only.

Blaine - White Rock—Trains will not pass USA Canada Border without permission of Customs and Immigration inspectors.

Edgecomb—MP 3.85X normal position for hand throw switch at west siding is lined for movement to the siding. Switch target displays Stop when switch is lined for the main track.

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

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

8. Line Segments

Yard Line Segments

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

Road Line Segments

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
15080 Custer	5.5 north of Ferndale	49	Both
15069 Noranda	4.1 south of Ferndale	11	South
Rabanco Spur	2.1 south of Ferndale	12	North
15053 Samish	3.8 north of Bow	55	Both
15041 MVB Station	1.4 north of Mt. Vernon	2	North
15032 Fir	5.3 south of Mt. Vernon	20	South
15025 Twin City Food (on Spur)	2.4 west of Stanwood	Yard	South
15020 Silvana	5.5 south of Stanwood	20	Both
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North
66020 Edgecomb (on Spur)	3.8 east of Kruse Jct.	44	Both
66207 Whitney (on Spur)	7.0 west of Burlington		
66210 Whitmarsh (on Spur)	10.2 west of Burlington		
66212 Fidalgo (on Spur)	12.4 west of Burlington	24	Both
Bayside	2.4 south of Delta Jct.	Yard	Both
02169 Everett Jct.	4.9 south of Delta Jct.		

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 ↑
		15081	0.0	INTALCO	JTR				5.1	
		66604	5.1	ARCO	R		TWC	418	0.8	
		66606	5.9	ELLIOTT	R				3.0	
		66608	8.9	CHERRY POINT	R				8.9	

Radio Channel No. 76 in service.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

(800) 789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

Intalco to Cherry Point **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 5.2 to MP 5.3 10 MPH.
MP 7.2 to MP 8.9 10 MPH.

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

1(D). Speed—Other

Bridge 4.0 Arco, cars heavier than 134 tons 10 MPH.
Item 1 (A), System Special Instructions, applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cherry Point to Intalco 143 tons, Restriction D
Six-axle locomotives and six-axle derricks not permitted on Arco Lead.

3. Type of Operation

TWC—in effect:
Intalco MP 0.0 to Cherry Point MP 8.9

Restricted Limits—in effect:
Intalco MP 0.0 to MP 2.0
Arco MP 4.0 to Cherry Point MP 8.9

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

Locations Approved for Gravity Drop Movements

Cherry Point

8. Line Segments

Road Line Segments

Line Segments Limits

418 Intalco to Cherry Point

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Granger Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	9,567	13034	34.3	GIBBON	JRT				11.5	
	3,850	65012	45.8	GRANDVIEW	R		TWC	448	8.6	
		65020	54.4	SUNNYSIDE	RT				8.2	
	3,875	65029	62.6	GRANGER					28.3	

Radio Channel No. 66 in service.

Radio Call-In	
Prosser - 58(X)	Yakima - 23(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Number
(817) 234-1607 or (800) 789-0739

1. Speed Regulations

1(A). Speed—Maximum

Gibbon to Granger **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

On sidings 10 MPH.
Sunnyside—Bleyhl's Track 1733 5 MPH.
Sunnyside—Independent Foods Track 1780 5 MPH.
Granger—EBN Grain Track 1958 5 MPH.
Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gibbon to Granger 143 tons, Restriction D
Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:

Gibbon MP 34.3 to Granger MP 62.6

Restricted Limits—in effect:

Gibbon MP 33.22 to MP 35.6
Grandview MP 45.3 to MP 47.8
Sunnyside MP 52.5 to MP 55.5

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 38.2 to Biggam UPRR MP 48.3
Sunnyside UPRR MP 2.8 to Midvale UPRR MP 0.0
Granger MP 62.6 to Zillah Line UP MP 75.0
Grandview UP MP 57.3 to UP 58.75

Rule 6.32.2E—Power off indicators in effect except at Roth Rock Road.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

All yard tracks at the following locations: Gibbon, Grandview (includes Old Transfer/Interchange Track to UPRR and UPRR yard tracks), Sunnyside (including UPRR yard tracks), North Prosser Industrial Spur, Granger (all tracks thirty (30) feet from the main track).

7. Special Conditions

Grandview UPRR—The normal position of the switch on the former UPRR interchange track is lined and locked for movement on Track 1604.

The normal position of the Snokist switch will be lined straight track unless there are cars on the Snokist Track.

Ineffective Crossing Protection—The following crossing signals have ineffective crossing protection:

Euclid Street UPRR MP 58.4
Sunnyside Ave. MP 63.1

Granger—The following tracks are out of service:

Bleyhl's old Salt Spur on the UPRR. All tracks west of Bleyhl's Corn Spur switch from the red flag to the end of track.

8. Line Segments

Road Line Segments

Line Segment Limits

448 Gibbon to Granger

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
65003 Whitstran	2.5 west of Gibbon	8	West
65006 North Prosser	5.5 west of Gibbon	7	East
65016 Andrus & Roberts	2.1 east of Sunnyside	4	East
65017 Van DeGrafe	2.1 east of Sunnyside	30	Both
65018 East Way Spur	0.9 east of Sunnyside	2	East
65019 Empire Gas Spur	0.8 east of Sunnyside	4	West
UPRR			
33449 Biggam	2.9 west of Gibbon		West
33459 Grandview	UP station shown on schedule	Yard	West
33503 Sunnyside	UP station shown on schedule	Yard	West
33464 Midvale	3.2 east of Sunnyside		
33474 Granger	UP station shown on schedule		

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lakeview Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			0.6	11TH STREET	JR				7.9	
	1,726	67309	8.9	LAKEVIEW to MOBASE 3.5	R		400			
	1,726	67309	0.0X	LAKEVIEW	R				11.5	
		16057	11.5X	NISQUALLY	R		401			
		67313	12.4	to LAKEVIEW 3.5 MOBASE	T				7.8	
	2,660	67320	20.2	ROY		TWC	400		5.3	
		67326	25.5	YELM					32.5	

Radio Channel No. 87 in service.

Train Dispatcher Telephone Number
(800) 285-0076 or 8-234-1623

Emergency Call-In—911

1. Speed Regulations

1(A). Speed—Maximum

11th Street to Yelm **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

11th Street to MP 3.1 10 MPH.
Over 35th Street—MP 3.2 20 MPH.
MP 21.0 to MP 25.5 10 MPH.
Lakeview and Nisqually: MP 0.0X to MP 11.6X 10 MPH.
Lakeview Industrial Park Complex 5 MPH.

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

1(D). Speed—Other

Bridge 22.1, cars heavier than 138 tons 10 MPH.
On sidings 10 MPH.
Item 1 (A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lakeview to Yelm 143 tons, Restriction D
Lakeview to Nisqually 134 tons, Restriction G

Lakeview Industrial Park—Only one locomotive allowed in for switching operation. Six-axle locomotives not permitted.

McChord Field—Locomotives must not go beyond derail of McChord Field track connection.

3. Type of Operation

TWC—in effect:

Lakeview MP 8.9 to Yelm MP 25.5

Restricted Limits—in effect:

11th Street MP 0.6 to Lakeview MP 9.7
Lakeview MP 0.0X to Nisqually MP 11.6X

The following procedures are in effect for recorded lineups on the Pacific Division:

To listen to the lineup:

- Dial 8-625-6100
- When the greeting is completed, enter the mailbox number 1015.
Pacific Division Centralia North Dispatcher:
Lakeview Sub between Lakeview and Yelm

3. After copying the lineup, enter the four-digit mailbox number to replay the lineup and underscore each word and figure.

4. At any time while the lineup is playing you can:

- Dial another four-digit mailbox number to listen to another lineup.
- Hang up.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Lakeview MP 0.0X to Nisqually MP 11.6X

7. Special Conditions

Between Lakeview and Fort Lewis—Automatic crossing signals at the following locations may be ineffective. Be governed by Rule 6.32.2.

- Bridgeport Way Signals 06 and 07
- Thorne Lane Signals 31 and 32
- Berkeley Street Signals 38 and 39
- 41st Division Drive Signals 56 and 57
- Lake Street Signals 91 and 92

MP 3 and MP 4—When switching industries between MP 3 and MP 4, derail must be applied on main track at MP 3.

Fort Lewis—On cantonment tracks when backing or pushing cars ahead of engine over street crossing, movement must be protected by flagman on ground.

Many government warehouses, semi-portable loading ramps and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.

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

Between Mobase and Roy—U.S. Army has gun emplacements in the area east of track that direct fire over main track.

When firing is in progress, Army guards will be stationed at the following locations:

MP 15.2 MP 17.6
MP 17.0 MP 19.8

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

Mountain Grade Operation

Air Brake and Train Handling Rules for mountain grade operations apply between 11th St. to MP 3.1.

Ruling grade descending east—2.2.

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

Close Clearance—May exist on all auxiliary tracks.

Roy—Main track out of service between MP 21.0 and end of track at Yelm.

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
401	Lakeview—Nisqually	0.0X to 11.6X
400	11th Street to Yelm	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
67305 South Tacoma	4.5 west of 11th Street	12	Both
67306 Weston	6.5 west of 11th Street	10	East
67308 Hull Hardwood	1.1 east of Lakeview	2	East
67311 McChord Field	1.7 west of Lakeview	Yard	West
67312 Metreco	2.9 west of Lakeview	25	East
67314 Spanaway Spur	4.3 west of Lakeview	Conn	Both
67404 Camp Murray	4.4 west of Lakeview	15	East
67407 Fort Lewis	7.8 west of Lakeview		

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	New Westminster Subdivision MAIN LINE STATIONS		CROR Rule 6A	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑	
		15126	155.3	CN JCT.	BYZ		ABS	56	1.5		
		15125	153.8	STILL CREEK	Z					2.1	
		15123	151.8	WILLINGDON JCT.	XZ					2.0	
			149.8	SPERLING	X					1.8	
			148.0	PIPER	X					1.1	
		15118	146.9	BURNABY					CTC	0.5	
			146.4	LAKE CITY	X					0.3	
			146.1	NORTH ROAD	X					0.7	
			145.4	BRUNETTE	X					0.1	
			145.3	CP JCT.						0.2	
			145.0	BRAID						0.1	
		15114	144.8	NEW WESTMINSTER	BCY					0.3	
			144.5	SPRUCE						1.6	
		15111	141.3	FRASER RIVER JCT.						1.4	
	5,800 W 6,063 E	15109	139.5	BROWNSVILLE			2.6				
		15105	136.9	TOWNSEND		ABS OCS	6.5				
	2,422	15100	131.1	COLEBROOK To Roberts Bank BCR 15.5		CTC	10.8				
		15091	119.9	WHITE ROCK		ABS OCS	0.3				
			119.6	USA CANADA BORDER			33.9				

Radio Channel No. 66 in service.

Radio Channel No. 31 in service in yard.

Radio Call-In		
New Westminster RTC Calls: Main Line Channel		
Blaine - 071	New Westminster - 031	CN - 061
New Westminster RTC Calls: Yard Channel		
Burnaby - 021	New Westminster - 041	Vancouver - 051
Emergency - Call 911		

RTC Telephone Numbers
(604) 524-6355 or 8-520-5203

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
CN Jct. to USA Canada Border	60 MPH.	40 MPH.

1(B). Speed—Permanent Restrictions

MP 155.3 to MP 154.0	40 MPH.	25 MPH.
MP 154.0 to MP 153.7	25 MPH.	25 MPH.
MP 153.7 to MP 152.8	40 MPH.	30 MPH.
MP 152.8 to MP 147.4	50 MPH.	30 MPH.
MP 147.4 to MP 145.5	45 MPH.	30 MPH.
MP 145.5 to MP 141.5	20 MPH.	20 MPH.
MP 145.5 to MP 143.7 Northward trains lined to west track once Spruce St. crossing is occupied	30 MPH.	30 MPH.
MP 141.5 to MP 140.8 Fraser River Bridge	15 MPH.	10 MPH.
MP 140.8 to MP 139.0	45 MPH.	25 MPH.
MP 139.0 to MP 136.6	50 MPH.	35 MPH.
MP 136.6 to MP 134.3	60 MPH.	35 MPH.
MP 134.3 to MP 133.7	50 MPH.	35 MPH.
MP 133.7 to MP 131.9	60 MPH.	35 MPH.
MP 131.9 to MP 131.6	40 MPH.	35 MPH.
MP 131.6 to MP 129.8	45 MPH.	35 MPH.
MP 129.8 to MP 129.2 Bridge 70	50 MPH.	35 MPH.
MP 129.2 to MP 128.3	60 MPH.	35 MPH.
MP 128.3 to MP 127.8	50 MPH.	35 MPH.

MP 127.8 to MP 127.6 Bridge 69	15 MPH.	15 MPH.
MP 127.6 to MP 124.5	35 MPH.	35 MPH.
MP 124.5 to MP 122.7	60 MPH.	35 MPH.
MP 122.7 to MP 120.9	21 MPH.	21 MPH.
MP 120.9 to MP 119.6	50 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

CN Jct. MP 155.3—through turnout	10 MPH.	10 MPH.
Fraser River Bridge—north switch	8 MPH.	8 MPH.
Fraser River Bridge—south switch	12 MPH.	12 MPH.
Brownsville—on sidings	10 MPH.	10 MPH.
Through turnouts, at the following CTC controlled locations:		
Colebrook—through dual control turnouts	35 MPH.	35 MPH.
Spruce MP 144.5	20 MPH.	20 MPH.
Braid MP 144.9	10 MPH.	10 MPH.
Brunette MP 145.4	12 MPH.	12 MPH.
North Road MP 146.1	12 MPH.	12 MPH.
Lake City MP 146.4	35 MPH.	30 MPH.
Lake City—lead switches from east track only .	12 MPH.	12 MPH.
Piper MP 148.0	35 MPH.	30 MPH.
Sperling MP 149.8	35 MPH.	30 MPH.
Willingdon Jct. MP 151.8	35 MPH.	30 MPH.

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

1(D). Speed—Other

Lake City CTC controlled location MP 146.4 Southward (HER)	30 MPH.
Bridges 127.6, 137.4, 140.8 cars heavier than 138 tons	10 MPH.
West Shore Terminals (Roberts Bank)—within fenced area of terminal	5 MPH.
CP Jct., north leg of wye	10 MPH.
Burrard Inlet Line	8 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

CN Jct. to Fraser River Bridge	143 tons, Restriction D
Fraser River Bridge (see note below) Non-dangerous goods	143 tons, Restriction E
Dangerous goods and/or cars with extreme length of 52 feet 10 inches or less	134 tons, Restriction G
Fraser River Bridge to USA Canada Border	143 tons, Restriction D
Colebrook to Roberts Bank	143 tons, Restriction D
Tilbury Line Jct. to Tilbury Island Dock .	143 tons, Restriction D

NOTE: Fraser River Bridge—Cars exceeding allowable maximum gross weight may only be handled with special permission from the office of CN District Supt., V.J. Vena, Delta, BC, (604) 501-5306.

3. Type of Operation

CTC—in effect:

Willingdon Jct. MP 151.8 to Townsend MP 137.3
Colebrook MP 131.5 to MP 130.5

ABS—in effect:

CN Jct. MP 155.3 to Willingdon Jct. MP 151.8
Townsend MP 137.3 to Colebrook MP 131.5
Colebrook MP 130.5 to USA Canada Border MP 119.6

OCS—in effect:

Townsend MP 137.3 to Colebrook MP 131.5
Colebrook MP 130.5 to USA Canada Border MP 119.6

Yard Limits—in effect:

CN Jct. MP 155.3 to Willingdon Jct. MP 151.8
--

Multitrack—Two Main Tracks—between:

Still Creek MP 153.9 and Spruce MP 144.5
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Locations Designated as Industrial Track

Vancouver, BC Burrard Inlet Line (BI Line)—CN Railway operates jointly with BNSF on BI Line between Vancouver Yard and Waterfront. Before movement is made over BI Line in either direction, a crew member must obtain permission from CN Waterfront yardmaster. These instructions do not modify the provisions of CROR Rule 105.

Between Vancouver end of track and CN Jct.—CROR Rule 105 applies.

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

Rail Traffic Controllers—Territory between USA Canada Border MP 119.6 and end of track at Vancouver, B.C. is under jurisdiction of BNSF RTC at New Westminster.

Vancouver Via Rail Coach Yard—Movements entering the limits of the Vancouver Maintenance Centre (VMC) Coach Yard must obtain permission, either by radio communication or personal contact, from the VIA Controller. When requesting permission to enter the limits of the VMC Coach Yard, the movement identification and the route to be used must be communicated to the VIA Controller. Trains departing Vancouver Station must obtain permission from the VIA Controller before commencing movement.

All movements must report clear when leaving the limits of the VMC Coach Yard. The standby channel of the VIA Controller is AAR Channel 61. Stop signs in addition to Coach Yard limit signs have been placed at the entrance to the limits of the VMC Coach Yard.

CN Jct.—Trains and engines must not enter main track without permission from BNSF RTC New Westminster. After permission is received and switch is lined by hand for intended route, movements will be governed by signal indication. Trains and engines must advise RTC when clear of the main track.

Between North Block Signal CN Jct. and South Block Signal Still Creek—Northward trains must not pass south block signal Still Creek and southward trains must not pass north block signal CN Jct. and north block signal Still Creek without permission from RTC.

Trains or engines stopped by a Stop indication must not proceed until written authority has been received from RTC. Rule 509 is modified accordingly.

Still Creek—Southward trains operating on east track must occupy the approach, line switch for movement and operate key controller located on the signal mast to obtain signal indication. Northward trains operating on west track encountering signal displaying “stop”, must obtain permission from RTC, operate key controller located on the signal mast and wait for time to run to obtain signal indication.

Between Still Creek and Willingdon Jct.—Movement of trains and engines will be supervised by the RTC. Trains and engines must comply with RTC’s verbal and written instructions. East track is signalled for movement in northward direction only. West track is signalled for movement in southward direction only. Trains and engines will keep to the right unless otherwise instructed by RTC. Trains and engines clearing the main track between these stations must report themselves clear to the RTC and may not re-enter the main track without permission from RTC.

Brownsville—CP and CN trains and engines must obtain permission from BNSF RTC New Westminster before fouling or entering controlled siding from auxiliary tracks, and must notify BNSF RTC when clear of controlled siding on auxiliary tracks and switch properly lined for siding.

Colebrook—CTC between MP 130.5 and MP 131.5 under jurisdiction of BC Railway RTC North Vancouver. Dual control switches are identified as No. 16 (North Switch), No. 18 (Mud Bay Switch) and No. 20 (South Switch). When requesting permission to take these switches off power, advise BC Rail RTC of the switch(es) involved. BC Rail Port Subdivision RTC can be contacted on AAR Channel 39 (3939*1#).

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

Blaine—Northward passenger trains must report departure to RTC.

Interlockings and Drawbridges Not Indicated at Station Fraser River Bridge, New Westminster—Locally controlled interlocking. CROR Rule 609 applies. All movements approaching bridge will use AAR Channel 61 to contact bridge signalman if necessary, and monitor this channel until clear of the bridge.

Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits. Engine bell must be rung continuously approaching and within interlocking limits.

Swingspan has been equipped with red warning signs at both ends. When in vertical position, these signs indicate that the span rail locks are disengaged and that movement must stop and be governed by further instructions from the bridge signalman. When required to move over bridge by other than signal indication, movements approaching the span must be prepared to stop clear of a red sign between the rails at either end of the span.

Drawbridge 69—3.4 miles south of Colebrook, manual interlocking. When interlocking signals display Stop indication, a member of the crew will immediately call RTC and be governed by his instructions.

Maintenance of Way employees may occupy bridge between interlocking signals on verbal authority from bridge signalman, who must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Manual Interlocking Not Indicated at Station Spruce—Cumberland Crossover to CP trackage.

Locally Controlled Interlocking Not Indicated at Station Burrard Inlet Line (BI Line)—Interlocked crossing at grade with CPR main tracks. CROR Interlocking Rules apply. Movements on the BI Line will be governed by signal system, which displays signal aspects and indications per CROR Rules 421 and 429. Movements on BI Line are controlled by CN Waterfront Yardmaster, Vancouver, who must be contacted before entering or fouling the BI Line.

The route for the BI Line can be lined by the CN Waterfront Yardmaster or by a crew member on the ground on either side of the diamond.

To request signal over diamond from the ground, if no train is approaching the diamond on CP tracks, turn key to the right, hold for five seconds, return to center and remove. After one minute, dual control switch north of diamond will move to reverse position, but signal will not clear until movement occupies circuit. Signal must not be requested until immediate movement over diamond is to be made. A proceed indication that is not used within 3 1/2 minutes will time out to a stop signal if CP Terminal RTC has requested a signal on the CP south main track.

If the signal fails to clear, the Waterfront yardmaster or a member of the crew must contact the CP Terminal RTC. Do not open the box marked "Switches" to operate the knife switch without permission from the CP Terminal RTC.

To cancel signal over the diamond or to return dual control switch to normal position, turn key to the left, hold for two seconds, return to center and remove key. After one minute, dual control switch will return to normal position.

The signals on the switching lead will clear for the lead route when a train arrives on the circuit, if the diamond is not requested and the switch is normal. The eastward signal will display red over yellow. The westward signal will display yellow. These aspects indicate switch position only. If signals do not clear, use the key control to cancel a possible diamond request and wait one minute. Do not place switch in hand position without permission from CP Terminal RTC.

4. Canadian Rail Operating Rules Items

Operations—BNSF is governed by the Canadian Rail Operating Rules for operation in Canada.

CROR Changes and Additions—None

CROR Supplemental Instructions

General Bulletin Orders (GBO)—Apply on this subdivision.

Clearances, DOBs and GBOs Sent Electronically

Clearances issued electronically print only the items checked. The items checked will be listed on the bottom of the clearance. Notify the RTC if:

- The clearance does not contain all items listed on the bottom.
 - Computer-generated line on the bottom listing items checked is missing.
- OR
- Clearance is missing text or is otherwise not legible.

DOBs sent electronically show the page number and total number of pages on each page. On every page except the last page, the lines of text are numbered, and a line showing the total number of lines of text on the page is included at the bottom. The last page contains the DOB Extension Authorization and Item Cancellation form, and a line at the bottom of the page showing the total number of DOB items and pages. Notify the RTC if:

- A line showing page number and total number of pages is missing or incorrect.
 - A line of text is not numbered, or a line is numbered but contains no text.
 - A line showing total number of lines of text is missing or incorrect.
 - The line showing total number of items and pages is missing or incorrect.
- OR
- DOB is missing text or is otherwise not legible.

GBOs sent electronically include the number of lines of text on the bottom of the GBO. The computer will count and list all lines that contain at least one character. Notify the RTC if:

- The GBO does not have the same number of lines shown on the bottom.
 - The computer-generated line on the bottom listing the number of lines is missing.
- OR
- GBO is missing text or is otherwise not legible.

The RTC, when contacted, will arrange to provide crews with complete, legible copies and report incident to the Superintendent Canadian Operations.

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

Document	Train Crews, Yard Crews, Engine Crews	MoW Dept., Signal Dept.	RTC
General Orders & Superintendent 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
1996 North American 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. CN employees will use CN Foreign Railway Operating Bulletins in lieu of BNSF General Orders and Superintendent Notices.

Operating Rules Notes (ix)—In addition to the abbreviations included in this note, the following abbreviations are authorized and must be pronounced in full when transmitting and repeating by voice communication:

Controlled Block Signal ... CBS	Northward	NWD
Crossover	Siding	SDG
Dual Control Switch	South	S
East	Southward	SWD
Eastward	Switch	SW
Extra	West	W
July	Westward	WWD
June	Work Extra	WK EX
Main Track	Yard Limits	YL
Mile Post	Yardmaster	YM
North		N

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

Rule 35—Rule 35.1 applies on this subdivision.

Rules 42 and 43—Signals will be two (2) miles, instead of 3000 yards, in advance of the working point or defect.

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

Rule 81—Clearance not required between CTC Townsend and CN Jct.

Rule 83.1—BNSF New Westminster Subdivision Daily Operating Bulletin (DOB) applies on this subdivision. The DOB is issued by the BNSF RTC at New Westminster. Each DOB takes effect at 0001 and remains in effect until 0001 the following day. All trains and engines operating on the New Westminster Subdivision must have the current DOB in their possession. The RTC may cancel a DOB item, using the procedures applicable when extending a DOB. The DOB Extension Authorization and Item Cancellation form is part of the DOB, and must be transferred to the relieving crew when a crew is relieved short of its final terminal.

Rule 104(a)(b)—CN Jct. switch may be left lined and locked in the reversed position.

Rule 134(c)—When communication is required to be in writing, directions (North, Northward, South, Southward, East, Eastward, West, Westward) must be pronounced, then spelled.

Rule 136—When copying a GBO, clearance, authority, or other instruction, the current date must be inserted on the forms where space is provided. The date will not be transmitted by, nor repeated to, the RTC unless the date is of a previous day.

Rule 137—In addition to requirements of this rule, trains will be designated as "Extra," e.g. Extra 8142 North, Work Extra 2702, adding character when necessary, e.g. Passenger Extra VIA 6505 South.

Trains consisting entirely of Amtrak engines and passenger cars are authorized to operate at passenger train speeds specified in the timetable.

Rule 313—When items F and/or G on a clearance are checked, all movements must be made at restricted speed within the limits specified.

Rules 405 through 430—Not in effect on this subdivision. BNSF Signal Aspects and Indications are in effect.

Rules for the Protection of Track Units and Track Work Changes and Additions—None

Rules for the Protection of Track Units and Track Work Supplemental Instructions—Rules 801(a), 803(e), 806, 819 through 822, 824(d), 849 through 875—not in effect on this subdivision.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 137.3 (DED Only)—NWD only
- B. Other TWD locations
MP 134.8—Recall Code 808
MP 137.3 (DED Only)—SWD only

A hot wheel defect should be treated the same as a hot bearing. Identify the defect, notify RTC and set out car.

6. FRA Excepted Track—None

7. Special Conditions

Close Clearance

May exist on all auxiliary tracks.

Restricted Clearances

High-voltage electric wires with less than standard clearance over rail at following locations:

Powell St.—Vancouver BI Line—21'6"

Renfrew St.—MP 153.7—22'6"

Retaining wall at MP 144.0 will not clear man on side of car or engine.

Ruling Grades—ABTH Rule 101.27 is to be used to comply with CROR Rule 112. 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	Lake City to Piper—0.6%
Townsend—0.2%	Pipe to Sperling—0.5%
Brownsville—0.2%	Sperling to Willingdon Jct.—0.4%
New Westminster (Old Yard)—0.6%	Willingdon Jct. to Still Creek—0.8%
	Still Creek to CN Jct.—1.1%

Public Crossings at Grade—Elevator Road Crossing, MP 138.9, must not be blocked by standing or switching train or engine Monday through Friday, between the hours of 0725 and 0745 or 1555 and 1615.

Whistling Ordinances

Vancouver and Burnaby—Transport Canada requires that within Vancouver and Burnaby, sounding of engine whistle, except to prevent accident, is prohibited at all highway crossings on the main track:

Slocan St. MP 153.9	Gilmore Ave. MP 152.3
Kaslo St. MP 153.8	Douglas Rd. MP 151.1
Renfrew St. MP 153.7	Piper Ave. MP 148.25
Rupert St. MP 153.2	Caribou Rd. MP 147.2
Boundary Rd. MP 152.8	

Whistling is prohibited on all highway crossings on non-main track:

Parker St.—BI Line	Raymur St.—BI Line
Glen Drive—BI Line	Cordova St.—BI Line
Venables St.—BI Line	Powell St.—BI Line
Union St.—BI Line	

Protection as required by CROR Rule 103 (f) and (g) is required at the following non-main track crossings:

Industrial spur at Sperling MP 149.6.

All crossings not protected with automatic warning devices within the Lake City Industrial Park.

Surrey and White Rock—All trains and engines must sound engine whistle in accordance with CROR Rule 14(l) during daylight hours when entering curves between MP 123.6 and MP 127.0.

All trains and engines must ring the engine bell continuously between MP 119.6 and MP 127.8 while in motion through these limits.

White Rock—Sounding the engine whistle, except to prevent an accident, is prohibited at all crossings through White Rock between 2000 and 0600 except CROR Rule 14 (f) to be sounded approaching first crossing at MP 121.3 from the south and MP 122.7 from the north.

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

MP 124.84 (Bridge 67.07)

MP 125.11 (Bridge 68.08)

Automatic Equipment Identification Locations

Brownsville—MP 137.4

Federal Regulations

Caboosless Operation—Labour Canada requires that a portable first-aid stretcher be carried on locomotive consist. Transport Canada requires that caboosless trains be equipped with Generation II head of train and rear of train devices with remote intervention feature when operating in Canada.

If while enroute the HTD fails to display BRAKE PIPE PRESSURE and/or if the EMERGENCY BRAKING FEATURE becomes inoperative, trains are to be governed as follows:

- a. While train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate correct train line pressure, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HTD equipment can be repaired or changed out.
- b. While the train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate a loss of air pressure, the train crew is required to perform an air brake test in accordance with ABTH Rule 101.10.1. After completion of this air brake test, the train may proceed at a speed not exceeding 25 MPH, until the

equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HTD or ETD equipment can be repaired or changed out.

NOTE: If a train experiences a failure of the HTD, the standard locomotive gauges and the air flow meter indicate a loss of air pressure, and a successful ABTH Rule 101.10.1 cannot be performed, the train may proceed to the nearest location where such train can clear the main track, and then only with a sufficient number of car brakes operative, and at a speed not exceeding 15 MPH, until the HTD or ETD equipment is repaired, resumes normal operation, or ABTH Rule 101.10.1 air brake test is successfully completed.

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

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

Documents—Crew must be in possession of waybill or shipping document while handling any loaded or empty residue rail car containing hazardous material.

Northward

Cars entering Canada containing hazardous material must be accompanied by waybill and emergency response information. Copies are to be left at setout points. Boxes for documents are located adjacent to north crossover at Brownsville for CNR and BCR interchange traffic.

Southward

Hazardous materials shipments originating in Canada are subject to the same regulations for documentation as northward traffic.

Hazardous Material Within Census Metropolitan Area—New Westminster Subdivision MP 119.6 to MP 155.3 falls within the Vancouver Census Metropolitan Area.

Transport Canada requires that trains within a census metropolitan area while handling one or more loaded rail cars containing hazardous material:

- Must not exceed 35 MPH, and
- Must inspect train before entering, and at designated intervals while traveling within a census metropolitan area.

Northward trains handling one or more loaded rail cars containing hazardous material must be inspected before leaving Blaine, at Failed Equipment Detector MP 134.8 Townsend and at any other point where one or more loaded rail cars containing hazardous material are picked up.

Southward trains handling one or more loaded rail cars containing hazardous material must be inspected before leaving Vancouver, at Failed Equipment Detector MP 134.8 Townsend and at any other point where one or more loaded rail cars containing hazardous material are picked up.

A standing or pull-by inspection must be made by a qualified employee and may be limited to that portion of the train from the front of the train up to and including the second car beyond the last loaded rail car containing hazardous material.

Inspection by Failed Equipment Detector may be used in lieu of standing or pull-by inspection, except where detector message is "Integrity Failure," "System Failure" or "Train Too Slow," train must not exceed 15 MPH to a point where standing or pull-by inspection can be made.

USA Canada Border

Northward—Trains, engines and track equipment arriving Blaine must have permission from Canada Customs before any portion crosses USA Canada Border. A rail crew report must be completed and approved before entering Canada. The conductor must furnish a copy of the wheel report, manifest and any other supporting customs documents for Canada Customs and must accompany customs officer on train inspection. Conductor must file a copy of A-1 Inward Report at Blaine.

Southward—Trains, engines and track equipment arriving White Rock must have permission from US Customs before any portion crosses USA Canada Border. A copy of the wheel report must be filed with Canada Customs. There is a mail slot in the Customs Office in the White Rock depot for this purpose.

Colebrook—Roberts Bank Line—Roberts Bank is a designated 1000-mile train inspection location. All trains, except trains inspected at Interbay, are to be tested and inspected by the train crew before departing Roberts Bank in accordance with the provisions of ABTH Rule 101.7.

Any car that is found to be defective and is safe to move is to be taken to Colebrook and set out for repair by the BNSF Mechanical Department. Any car that cannot be safely moved is to be set out on the industrial stub track at Roberts Bank as directed by BC Rail Operations Supervisor.

Trains using Roberts Bank Line must have current Roberts Bank Route joint DOB. BC Rail Port Subdivision monthly bulletin is posted at Blaine depot. Crews operating to or from Roberts Bank will be governed thereby while on BCR trackage.

CROR Block and Interlocking Signals, Rules 405 through 430, apply on BCR trackage.

Fraser River Jct.—Trainman's walkway and handrail on Fraser River Bridge swing span have been removed.

8. Line Segments

Yard Line Segments

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

Road Line Segments

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
15129 Vancouver	0.4 north of CN Jct.	Yard	Both
15106 Tilbury Line Jct.	0.4 north of Townsend	Conn	North
66504 Tilbury Island Dock (on Spur)	4.1 from Tilbury Line Jct.	Yard	Both
15104 Southern Peat Moss Ltd.	0.4 south of Townsend	11	North
66565 Roberts Bank (on BCR)	15.5 from Colebrook	Yard	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Scenic Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		02044	1650.2	WENATCHEE	BJY	2MT	37	2.7	
			1652.9	OLDS JCT.	JY	ABS		3.4	
				(To Cashmere 8.3)					
				OLDS JCT.			387	3.4	
				MP 6X					
				(TO OLDS JCT. 8.3)				8.3	
	8,049	02056	1661.2	CASHMERE				11.0	
	7,905	02067	1672.2	LEAVENWORTH				13.5	
	10,978	02081	1686.9	WINTON				6.6	
	6,729	02087	1692.4	MERRITT	T			7.0	
	12,323	02094	1698.5	BERNE				9.0	
	9,259	02103	1709.5 1720.5	SCENIC				12.8	
	8,949	02116	1732.3	SKYKOMISH	T		37	7.6	
	10,099	02124	1739.5	BARING		CTC		14.5	
	10,244	02139	1755.7	GOLD BAR				12.9	
	11,988	02152	1768.6	MONROE				6.6	
		02159	1775.2	SNOHOMISH JCT. EAST	JT			1.0	
		02159	1776.2	SNOHOMISH JCT. WEST	JT			5.0	
		02163	1781.2	LOWELL				1.5	
	7,159	02165	1782.7	PA JCT.	J			1.4	
		02166	1783.9	EVERETT	B			0.8	
		02169	1784.7 32.1	EVERETT JCT.	JX		50	0.7	
			31.4	HOWARTH PARK				3.1	
		02172	28.3	MUKILTEO		2MT CTC		0.5	
			27.8	MP 28				1.7	
			27.1	MP 27		CTC		8.4	
			17.8	MP 18		2MT CTC		0.2	
		02182	17.6	EDMONDS		CTC		1.7	
			15.9	MP 16		2MT CTC		8.2	
			7.7	MP 8	Y	ABS OCS		0.3	
			7.4	MP 7	MY			1.0	
		02193	6.4	BALLARD	MY	2MT ABS OCS		0.2	
			6.2	BRIDGE 6.3	M			1.4	
		02195	4.9	INTERBAY (Balmer Yard)	BMTY	ABS OCS		1.6	
			3.3	GALER STREET	MXY			2.1	
			1.4	NORTH PORTAL	MXY	2MT ABS OCS		1.4	
		02200	0.0	SEATTLE (King St. Station)	BMT X(2)			161.5	

Radio Channel No. 66 in service.

Radio Channel No. 70 in service Seattle to MP 8.

Bayside Yard at Everett is assigned Channel 14. All Bayside Switch Jobs and Yardmasters will operate on this channel. Yardmaster will monitor Mainline Channel 1 and North Branch Channel 3. Delta Yard will operate on Channel 60.

Radio Call-In		
Wenatchee - 28(X)	Cashmere - 29(X)	Merritt - 30(X)
Cascade Tunnel - 57(X)	Skykomish - 31(X)	Monroe - 32(X)
Everett - 34(X)	Mukilteo - 35(X)	Richmond Beach - 36(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Seattle East—1-800-285-0061 or 8-234-1615
 Seattle Terminal Dispatcher—1-800-285-0079 or 8-234-1613
 Bridge 6.3 Ballard—8-784-2976

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Wenatchee to Everett	79 MPH.	50 MPH.
Everett to Seattle	60 MPH.	50 MPH.

1(B). Speed—Permanent Restrictions

MP 1650.2 to MP 1652.9 Main 1	25 MPH.	25 MPH.
MP 1650.2 to MP 1651.1 Main 2	35 MPH.	35 MPH.
MP 1651.1 to MP 1652.9 Main 2	50 MPH.	45 MPH.
MP 1652.9 to MP 1658.7	50 MPH.	45 MPH.
MP 1658.7 to MP 1661.7	40 MPH.	40 MPH.
MP 1661.7 to MP 1669.2	40 MPH.	35 MPH.
MP 1669.2 to MP 1682.7	55 MPH.	45 MPH.
MP 1682.7 to MP 1693.2	50 MPH.	45 MPH.
MP 1693.2 to MP 1721.2	30 MPH.	25 MPH.
MP 1721.2 to MP 1730.0	25 MPH.	20 MPH.
MP 1730.0 to MP 1732.6	30 MPH.	25 MPH.
MP 1732.6 to MP 1734.7	45 MPH.	40 MPH.
MP 1734.7 to MP 1737.4	45 MPH.	45 MPH.
MP 1737.4 to MP 1740.6	50 MPH.	45 MPH.
MP 1740.6 to MP 1749.0	40 MPH.	40 MPH.
MP 1749.0 to MP 1751.5	50 MPH.	45 MPH.
MP 1751.5 to MP 1756.7	70 MPH.	50 MPH.
MP 1756.7 to MP 1757.6	50 MPH.	50 MPH.
MP 1757.6 to MP 1760.5	65 MPH.	50 MPH.
MP 1760.5 to MP 1763.0	50 MPH.	50 MPH.
MP 1763.0 to MP 1768.4	50 MPH.	45 MPH.
MP 1768.4 to MP 1770.7	45 MPH.	45 MPH.
MP 1770.7 to MP 1774.8	79 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	79 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 32	25 MPH.	25 MPH.
MP 32.0 to MP 28.1	55 MPH.	50 MPH.
MP 28.1 to MP 26.9	45 MPH.	35 MPH.
MP 26.9 to MP 25.9	60 MPH.	50 MPH.
MP 25.9 to MP 25.4	55 MPH.	45 MPH.
MP 25.4 to MP 20.0	50 MPH.	45 MPH.
MP 20.0 to MP 17.0	60 MPH.	50 MPH.
MP 17.0 to MP 16.6	45 MPH.	40 MPH.
MP 16.6 to MP 12.6	50 MPH.	45 MPH.
MP 12.6 to MP 11.5	55 MPH.	45 MPH.
MP 11.5 to MP 8.8	50 MPH.	45 MPH.
MP 8.8 to MP 8.0	45 MPH.	40 MPH.
MP 8.0 to MP 6.6	35 MPH.	35 MPH.
MP 6.6 to MP 5.9	30 MPH.	20 MPH.
MP 5.9 to MP 3.4	40 MPH.	35 MPH.
MP 3.4 to MP 3.2	20 MPH.	20 MPH.
MP 3.2 to MP 1.6	35 MPH.	20 MPH.
MP 1.6 to MP 0.0	30 MPH.	20 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Snohomish Jct. West, PA Jct.	12 MPH.	12 MPH.
Lowell Jct.	10 MPH.	10 MPH.
Cashmere, Leavenworth, Winton, Merritt, Berne	30 MPH.	25 MPH.

Scenic, Skykomish, Baring, Gold Bar, Monroe, Garfield St.	20 MPH.	20 MPH.
Galer St.	20 MPH.	20 MPH.
Everett Jct.	25 MPH.	25 MPH.
Olds Jct.	25 MPH.	25 MPH.
MP 5.4, MP 7, MP 8	35 MPH.	35 MPH.
MP 18, 23rd St.	35 MPH.	35 MPH.
MP 16, MP 27, MP 28, Howarth Park	35 MPH.	35 MPH.
Mukilteo	30 MPH.	30 MPH.

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

1(D). Speed—Other

Seattle—Over public crossings	20 MPH.	20 MPH.
Seattle—Trains while passing under umbrella sheds at King Street Station	5 MPH.	5 MPH.
Mukilteo MP 29.0 to MP 27.0 (HER)	30 MPH.	30 MPH.
Between North Portal and King St. Station, Seattle	30 MPH.	20 MPH.
Ballard Low Line	5 MPH.	5 MPH.
Ballard—Over Bridge 6.3	20 MPH.	20 MPH.
Bridge 6.3, cars heavier than 134 tons	20 MPH.	20 MPH.
Cascade Tunnel—Eastward Freight Trains passing signal 1700.6 with other than clear aspect under 100 TOB	20 MPH.	
over 100 TOB	15 MPH.	
Between Everett Pier and Mukilteo, while handling 24-foot hi-wide Boeing Container cars, move at Restricted Speed.		

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 not permitted and not more than two (2) four-axle locomotives on Standard Oil spur, located 2.6 miles west of Edmonds.

Six-axle locomotives and six-axle derricks not permitted on following tracks:
Ballard Low Line
Dyke Team
Convoy tracks 3 and 4

3. Type of Operation

CTC—in effect:
Olds Jct. MP 1652.8 to MP 7.7

ABS—in effect:
Wenatchee MP 1650.2 to Olds Jct. MP 1652.8
MP 7.7 to Seattle MP 0.0

Yard Limits—in effect:
Wenatchee MP 0.0X (WO Main) to MP 3.0X
Wenatchee MP 1650.2 to Olds Jct. MP 1652.8
Trains and engines must communicate with the Wenatchee Yardmaster for instructions before entering these limits.
MP 7.7 to Seattle MP 0.0

Restricted Limits—in effect:
MP 3.0X to MP 6.0X—CSCD movements, prior to passing MP 6.0X, must communicate with Wenatchee yardmaster for instructions.

Occupancy Control System—in effect:
MP 7.7 to Seattle MP 0.0

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

Two Main Tracks—between:

Everett Jct. and Seattle
MP 32.1 to MP 27.8
MP 27.1 to MP 17.8
MP 15.9 to MP 7.7
MP 7.4 to MP 5.4
MP 3.4 to MP 0.0
Wenatchee and Olds Jct.
MP 1650.2 to MP 1652.9

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—Seattle, North Portal, Galer Street, MP 4.0, Interbay, 23rd Street, MP 5.4, Ballard, MP 7—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

Drawbridge 6.3—Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher AND verbal permission from bridge tender.

Interlockings Not Indicated at Station—MP 4.0—Manual interlocking. Before entering diesel fueling facility, signal indication or verbal authority must be obtained from Seattle Terminal Dispatcher AND before passing Terry Ave. Lead to enter fueling facility, permission must be obtained from Roundhouse foreman on Radio Channel No. 84.

MP 5.4—Manual Interlocking

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks: McKinnon spur, 2.4 miles west of Monroe, Cascade Lumber. 0.4 miles west of P.A. Jct.

Rule 15.1—Trains from Bellingham Subdivision must receive track warrant prior to entering Scenic Subdivision.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 6.0 (DED Only)—EWD only—Main 2 only
 - MP 9.7 (DED Only)—WWD only—Recall Code 548
 - MP 1661.6 (DED Only)—WWD only—Recall Code 297
 - MP 1695.2 (DED Only)—Recall Code 307
 - MP 1697.3 (DED Only)—Recall Code 309
 - MP 1721.2 (DED Only)—EWD only—Recall Code 317
 - MP 1725.5 (DED Only)—WWD only
 - MP 1730.7 (DED Only)—EWD only
 - MP 1740.5 (DED Only)—Recall Code 319
 - MP 1751.9 (DED Only)—Recall Code 337
 - MP 1771.1 (DED Only)—WWD only—Recall Code 329
 - MP 1778.6 (DED Only)—EWD only—Recall Code 338
- B. Other TWD locations
 - MP 9.7 (DED only)—EWD only—Recall Code 548
 - MP 1654.7—EWD only—Recall Code 278
 - MP 1661.6 (DED Only)—Recall Code 297
 - MP 1668.2—Recall Code 298
 - MP 1690.0—Recall Code 308
 - MP 1721.2 (DED Only)—WWD only—Recall Code 317
 - MP 1725.5 (DED Only) EWD only
 - MP 1730.7 (DED Only) WWD only
 - MP 1735.0—Recall Code 318
 - MP 1762.0—Recall Code 308
 - MP 1771.1 (DED Only)—EWD only—Recall Code 329
 - MP 1776.2—Recall Code 348
 - MP 1778.6 (DED Only)—WWD only—Recall Code 338
 - MP 27.2—Recall Code 358
 - MP 17.1—Recall Code 368

6. FRA Excepted Track

In Seattle—Ballard Lowline Zone 3, all tracks (service facility, roundhouse, material 1 and 2, store track, and caboose track); Terry Avenue Line Zone 4; Dyke Team Zone 7; Interbay, Convoy 03 and 04 Zone 6.

In Everett—Pacific Ave. team track #610.

7. Special Conditions

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

Close Clearance—May exist on all auxiliary tracks.

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

Seattle—Between MP 0 and MP 1 Tunnel 17, trains carrying wide loads must not meet or pass other trains on adjacent track.

Grade Crossing Ordinances

Seattle—City ordinance prohibits use of the locomotive whistle along Alaskan Way from Vine Street to Broad Street and at Galer Street, except if necessary to prevent an accident. The bell must be rung continuously at these locations.

On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars:

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

Balmer Yard Fueling Facility—The inside crossover switch from the main line to the fueling facility at MP 4.0, Balmer Yard, must be left lined for straight track when no movement over switch.

A stop sign has been installed at the south end of the Service Facility just west of the derail at MP 4.0. This stop sign will govern all movements into the Service Facility from the south end.

All movements, inbound power consists and switch engine movements, after stopping, must secure permission from the service foreman to pass the stop sign and get authority for movement over the derail. These radio instructions will be issued on Channel 84. When movement over derail is complete, immediately notify service foreman via radio.

Everett Jct.—Westward trains setting out must clear junction crossover switches unless train dispatcher authorizes otherwise.

Mukilteo—At Tank Farm Track 803, cars set out must be shoved 150 feet east of inside switch to permit use of stub track.

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

Mountain Grade Operation

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Skykomish and Berne, ruling grade ascending east 2.2; and between Berne and Merritt, ruling grade descending east 2.2.

Requirements for Helper/Distributive Power Trains

Unless otherwise instructed, helpers and distributed power remote locomotive consists utilized on the Scenic Subdivision must be cut in at not less than one half the rated tonnage, nor more than the full rated tonnage, of the helper consist. Helper/DP remote placement should be as close to one half rated tonnage as train make-up guidelines below allow.

Westward disabled trains or trains being helped under the direct supervision of an operating officer east of the Cascade Tunnel may utilize System Special Instruction Item 2(A) in lieu of entraining helpers.

The first ten cars ahead of Helper/DP remote placement must be loaded to a minimum of 45 tons by car count and there must be no empty units of a multi-platform car within the first 10 cars/units ahead of the helper/DP remote locomotives.

Front-runner equipment (two-axle cars TTX-single unit with car kind code QA and TTFX-four unit, with car kind code QDE) must weigh a minimum of 35 tons per car or by car count if within 10 cars/units ahead of Helper/DP remote locomotives.

Locomotive ratings for Scenic Subdivision to be utilized for helper placement only:

- DC Locomotives
 - 1500-2999 hp = 1000 tons
 - 3000-3999 hp = 1500 tons
 - 4000 + = 2000 tons
- AC Locomotives = 2500 tons

Handling 80 Feet or Longer Cars

Between Merritt and Skykomish

Freight trains, other than intermodal, must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.

Intermodal Trains Between Merritt and Skykomish

- A. Conventional equipment is defined as all types of intermodal equipment except double stacks.
- B. Trains handling conventional equipment using helper locomotives or trains handling conventional with double stack equipment using helper locomotives must not exceed 7500 total tons or 7700 total feet not including power.
- C. Trains handling conventional equipment only must not exceed 4800 tons, 70 cars or 7000 feet not including power.
- D. Trains consisting of double stacks and mixed with conventional equipment without helper locomotives must not exceed 5500 tons. The conventional portion must not exceed 4800 tons.
- E. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. Partially loaded double stack equipment having any empty platforms must be placed next to/behind loaded double stack equipment.
- F. Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives, unless handled in the trailing 2500 tons.
- G. Westward trains of greater than 2900 tons must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.
- H. Single loaded 50 feet cars having single axles are not restricted.

- I. Trains consisting of solid double-stack equipment without helpers must not exceed 6000 tons. Trains with trailing tonnage of 5501 tons through and including 6000 tons will be governed as follows. All loaded double stacks must be placed next to/behind engine. Partially loaded double-stack equipment having any empty platforms must be placed behind all loaded double-stack equipment.

Mixed and Unit Trains Between Merritt and Skykomish

- A. Trains without helpers must not exceed 4800 tons, or 7000 feet not including power.
- B. Empty unit trains must not exceed 4800 tons, 130 cars, or 7000 feet not including power.
- C. Trains with helpers must not exceed 7500 tons or 7000 feet, not including power. Head portion of train must not exceed 4800 tons.
- D. Mixed trains with DP consists in train must not exceed 9600 tons or 7000 feet, not including power.

Instructions Governing Operation of Trains Between Merritt and Skykomish

- A. Skykomish—Siren located at Main Street crossing is under control of the City Fire Department. When activated, an emergency exists. The crossing must not be blocked and trains occupying must clear or cut it immediately.
- B. Merritt—Light helper locomotives or other light locomotives left unattended will be placed on west leg of wye, complying with Air Brake and Train Handling Rules.
- C. Helper units on eastward freight trains between MP 1708.3 east switch Scenic and MP 1700.0 east portal Cascade Tunnel will not exceed sixth throttle position.
- D. Scenic—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate that the ventilating system is functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless permission is given by train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter 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 Cascade Tunnel.

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

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

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

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

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

1. Control box that housed the push button for emergency open of the tunnel door is located on the north wall to the west of the tunnel door and is locked with a switch lock (box is five feet from the top of the rail).
2. To open tunnel door, remove switch lock from the control box and spin eye nut counter-clockwise and push to the left; you can now 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 emergency opening of the new tunnel door.

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

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

Portable radios assigned for tunnel service—use channel 3 or channel 16, if 16-channel radio. If radio communication is inoperable, communication can be established by use of the dispatchers' phones, which are located in each bay.

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

- G. Fluorescent light located at Bay 14 is to alert westward trains as to location of signal 1706.1 when vision is obscured. Rule 9.1.13 of signal aspect and indication applies to signals 1706.1 and 1700.6.

Westward trains encountering signal 1706.1 at Bay 15 displaying Stop indication must not pass west portal except in emergency, until it is known track is clear to east switch Scenic, in which case trains must stop and not pass the west portal until a flagman is sent out in advance to see whether or not the main track is blocked by a slide.

- H. Scott ATO masks are issued to crew members of trains running through the Cascade Tunnel and must be immediately accessible while in the Cascade Tunnel.

To permit proper sealing of face masks, all train and engine personnel must be clean shaven when working between Seattle and Wenatchee.

- I. Employees in train operations must have received instructions on operation of emergency tunnel equipment prior to working trains that may go through Cascade Tunnel.
- J. Location of additional emergency material and emergency exits:

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	Emergency Breathing Apparatus	Rail Clamps and Chains	Distance Between Bays in Feet
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E&W Scenic	X			
Bay 21	X			1200
Bay 20	X			1200
Bay 19	X			1200
Bay 18	X	XX		1200
Bay 17	X			1200
Bay 16	X	XX		2400
Bay 15	X			2400
Bay 14	X	XX		2400
Bay 13	X			2400
Bay 12	X	XX		2400
Bay 11	X			2400
Bay 10	X	XX		2400
Bay 9	X			2400
Bay 8	X	XX		2400
Bay 7	X			2400
Bay 6	X	XX		2400
Bay 5	X			1200
Bay 4	X	XX		1200
Bay 3	X			1200
Bay 2	X	XX		1200
Bay 1	X	XX		1200
CTC Bungalow E&W Berne	X		XX	
Merritt Depot	X			

Conductor will make wire report of material used, and from where taken, to Division Superintendent, General Foreman Cars, Trainmaster and Road Foreman Everett. If material not returned to bay from which taken, advise where left.

The Cascade Tunnel has 21 bays with markers on the north wall of the tunnel. The bays are numbered 1 through 21 east to west and are spaced as follows:

- Bays 1-5 are 1200 feet apart
- Bays 5-17 are 2400 feet apart
- Bays 17-21 are 1200 feet apart

The following speed chart has been calculated by using the following formula:

$$\text{Time} = \frac{\text{Distance}}{\text{Rate}}$$

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

- K. When necessary to set out bad order cars at Scenic or Berne, see that clamps are properly secured and blocked to the rail on low end of car. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. Crew picking up car, return clamps and chains to the Telephone Bungalow at Scenic or the storage container at the CTC Bungalow at Berne.
- L. CASCADE TUNNEL EMERGENCY ACTION PLAN
 1. If distance or situation warrants, walk out if necessary.
 2. Consider hazardous material involvement in each situation before any action taken.
 3. Consider operation of fans and direction of movement.

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

Cascade Tunnel Communications—BNSF network telephones are located in each bay of the tunnel in protective boxes. When dialing a company number, you must dial 8+ (the number). A speed dial for the Seattle East Dispatcher is 616.

In an emergency situation, dialing 9-911 will connect Wenatchee Emergency Operations, identical standard 911 calls.

Minimum Dynamic Brake Requirements

Before descending grades described below, it must be known that lead locomotive in consist has an operative dynamic brake and that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined below, 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 are:
 Westward, MP 1700 to MP 1731
 Eastward, MP 1700 to MP 1693

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 and above	12	14	20	26	30	34	38

ETD and HTD Failures

Action required when enroute failures occur between end-of-train device (ETD) and head end-of-train device (HTD) on the Scenic Subdivision, MP 1694.5 and MP 1731.3:

When an enroute failure occurs, train must not exceed 30 MPH until failure is corrected or another method of compliance is secured.

EXCEPTION: On the following grades, train must not proceed until failure is corrected or another method is secured.

Scenic Subdivision—MP 1694.5 to MP 1731.3.

If stopped on grades described above when loss of ETD or remote controlled locomotive radio communications occurs due to train standing in allocation of poor communications (tunnel, rock cut, overpass, etc.), train may be moved, not exceeding 10 MPH, in an attempt to regain communications. If communications cannot be restored after clearing the poor communications area, train must be stopped. The failure must be corrected or alternative method of compliance secured.

All train crew members on trains operating on grades above must take action to stop train, with an emergency application should train exceed 5 MPH over maximum authorized speed.

NOTE: Normal HTD to ETD communications is at a lower strength than the command to initiate an emergency application from the HTD to the ETD. In the event of a need to utilize the emergency feature of the ETD, the command to initiate an emergency must be attempted even if no communications is indicated at the HTD.

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

In addition to complying with ABTH Rule 101.29 and 101.29.2, complete BNSF Form 51652, 3-96 (ETD Certification Form). Perform any required air brake tests.

Trains originating at Everett Terminal departing east with ETD, must leave a copy of the ETD Certification form 51642 in the designated mail boxes before departing. Mail boxes are located at the following locations:

- Bridge 37 parking area at Delta Junction
- Outside Delta Yard Office (northwest corner of building)
- Near the private gated crossing at Lowell

If communications between HTD/EOT is lost enroute, the train must not pass Merritt (westbound) or Skykomish (eastbound) until communication is re-established. A supply of replacement batteries and EOT's will be available at Merritt (Tool House) and Skykomish (Depot). Notify dispatcher if battery or EOT is removed for use.

Automatic Brake Valve Cutout Valve Position

When operating freight trains on the Scenic Subdivision, automatic brake valve cutout valve will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between Merritt and Skykomish, train must be stopped. After stopping, train must be properly secured and automatic brake valve cutout valve placed in "PASS" position. Train brake system must be fully charged before proceeding.

Radio report must be promptly made to the Mechanical Desk, Ft. Worth, and Form 1226-B sent. "Locomotive Inspection Form" is to be completed and turned in at conclusion of trip.

WARNING—When the automatic brake valve cutout valve is moved from "FRT" to "PASS" position, the automatic brake valve must be in "RELEASE" position.

Any movement of the automatic brake valve cutout valve with air brake reduction in effect will cause an undesired release of the air brakes.

When operating a freight train with the automatic brake valve cutout valve in "PASS" position, use extreme care since any slight movement of the brake valve handle toward the "RELEASE" position will result in a complete release of the air brakes on the train.

When the automatic brake valve cutout valve is placed in "PASS" position, the pressure-maintaining feature will be operative with the brake valve handle in any position, unlike the "FRT" position, which will not maintain pressure with the automatic brake valve handle in the service zone. Therefore, use of the "PASS" position will prevent a brake pipe reduction from leakage of the equalizing reservoir during a service application.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

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

Delta Jct.—Between the hours of 0700 and 1900 between #5 switch, west end of Delta Yard and east leg of Delta Jct. wye on all tracks, whistle per Rule 5.8.2, Sounding Whistle, sound whistle signal (11) for men and equipment on Weyerhaeuser overpass project.

Automatic Equipment Identification Locations

- Wenatchee—MP 1651.9
- Everett—MP 1776.3
- Everett (Near Edmonds)—MP 17.60

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

Test Mile Locations

- MP 1655.4 to MP 1656.4
- MP 1678.3 to MP 1679.3
- MP 1727.0 to MP 1728.0
- MP 1777.2 to MP 1778.2
- MP 24.0 to MP 25.0
- MP 13.0 to MP 14.0

Locations Approved for Gravity Drop Movements

- All industries—Snohomish (East)
- Interbay Yard

Locations Approved for Active Drop Movements

- Wolfkill—Monroe
- West Goldbar—If siding is occupied and unable to run around.
- Kimberly Clark—Waterfront
- Team Track—Pacific Ave.
- Coors—East of Delta
- Turkey Trail—Lowell

8. Line Segments

Yard Line Segments

- | Line Segment | Limits |
|--------------|------------------|
| 470 | Balmer Hump Yard |
| 620 | Balmer Yard |
| 656 | Wenatchee |
| 656 | Apple Yard |

Road Line Segments

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

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02053 Monitor	3.6 east of Cashmere	10	West
02061 Dryden	6.1 east of Leavenworth	10	West
02144 Sultan	5.4 west of Gold Bar	10	East
02155 McKennon Spur	2.4 west of Monroe	4	East
02174 Boeing Plant on Spur	1.8 from Mukilteo	Yard	West
02185 Standard Oil Co's Tracks	2.6 west of Edmonds	81	West
02186 Richmond Beach	3.6 west of Edmonds	65	Both

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 ↑
				SEATTLE (King St. Station)	BM TX(2)Y					
		02200 02201	0.0X	SEATTLE (King St. Station)	BM TX(2)Y		DT OCS	51	3.3	
		02203	3.3X	ARGO	MX(2)Y		DT ABS OCS	51	4.6	
		16001	7.9X	SOUTH SEATTLE	BX(2)Y		DT ABS OCS	51	1.6	
		16004	9.5X	BLACK RIVER	JXY		DT ABS OCS	51	0.5	
			10.0X	TUKWILA	MJXY		DT ABS OCS	51	2.2	
	C5,238	16006	12.2X	ORILLIA	TX(2)Y		DT ABS TWC	51	4.1	
		16010	16.3X	KENT	X(2)Y		DT ABS TWC	51	2.2	
		16012	18.5X	THOMAS	Y		DT ABS TWC	51	2.5	
			21.0X	CP 21X	MX(2)Y		DT ABS TWC	51	0.5	
		16014	21.5X	AUBURN	JTX(2)Y		DT ABS TWC	51	7.5	
		16021	29.0X	SUMNER	XY		DT ABS TWC	51	1.5	
		16022	30.6X	MEEKER	TXY		DT ABS TWC	51	1.4	
		16023	31.9X	PUYALLUP	Y		DT ABS TWC	51	6.3	
		16029	38.2X	RESERVATION	MJX(2)Y		DT ABS TWC	51	0.8	
			39.0X	RIVER STREET	MXY		DT ABS TWC	51	0.3	
		16031	39.3X	TACOMA	BTY		2MT ABS OCS	51	0.8	
			40.1	21ST STREET	MX(2)Y		2MT ABS OCS	51	0.5	
			0.5	11TH STREET	JY		2MT ABS OCS	51	4.6	
		16038	5.1	RUSTON	Y		CTC	51	1.6	
		16040	6.7	NELSON BENNETT			CTC	51	3.3	
		16043	10.0	TITLOW			CTC	51	3.2	
		16046	13.5	PIONEER	X(2)		CTC	51	1.2	
		16048	14.4	WEST TACOMA	M		CTC	51	10.0	
		16057	24.5	NISQUALLY	JX(2)		CTC	51	3.8	
		16061	28.2	SAINT CLAIR			CTC	51	4.0	
			32.2	CENTENNIAL			CTC	51	2.7	
		16068	34.9	EAST OLYMPIA	J		CTC	51	2.6	
			37.5	PLUMB	X(2)		CTC	51	12.0	
		16084	49.5	WABASH	X(2)		CTC	51	3.0	
			52.5	CENTRALIA NORTH			CTC	51	1.5	
	(2)6,400	16085	54.0	CENTRALIA	BJTX		CTC	51	1.3	
			55.8	CENTRALIA SOUTH	X(2)		CTC	51	2.4	
		16090	57.7	CHEHALIS			CTC	51	1.0	
		16091	58.7	CHEHALIS JCT.	JTX(2)		2MT CTC	52	7.5	
			66.2	NAPAVINE SOUTH	X(2)		2MT CTC	52	10.8	
	(2)4,900	16111	77.0	VADER	X(2)		2MT CTC	52	8.0	
			85.0	MP 85	X(2)		2MT CTC	52	8.4	
			93.4	OSTRANDER	X(2)		2MT CTC	52	2.4	
		16128	95.8	ROCKY POINT			2MT CTC	52	1.5	
	(1)5,100	16130	97.3	KELSO			2MT CTC	52	1.6	
			98.9	KELSO SOUTH	X(2)		2MT CTC	52	2.2	
	(1)9,382	16134	101.1	LONGVIEW JCT.	BJTX		2MT CTC	52	1.5	
			102.6	LONGVIEW JCT. S	X(2)		2MT CTC	52	4.9	
		16140	107.5	KALAMA			2MT CTC	52	3.4	
			110.9	MP 111	X(2)		2MT CTC	52	11.1	
	(2)4,700	16155	122.0	RIDGEFIELD			2MT CTC	52	1.6	
			123.6	RIDGEFIELD SOUTH	X(2)		2MT CTC	52	9.1	
			132.5	VANCOUVER JCT. N	X(2)		2MT CTC	52	0.5	
		16166	133.0	RYE JCT.			2MT CTC	52	3.1	
		12365	136.5	VANCOUVER	BMJTX(2)Y		2MT CTC	52	176.4	

Between Vancouver MP 133.0 and Wabash MP 49.4 is under the jurisdiction of the Oregon Division.

Radio Channel No. 70 in Service Between Seattle and Tukwila.

Radio Channel No. 87 in Service Between Tukwila and Wabash.

Radio Channel No. 66 in Service Between Wabash and Vancouver Jct. N.

Radio Channel No. 76 in service between Vancouver Jct. N. and Vancouver.

UPRR Co. Base Channel No. 2 in service between Tacoma and Vancouver.

Union Pacific signal aspects are in effect at UP interlocking at Tukwila.

Radio Call-In		
King St. Station - 53(X)	South Seattle - 40(X)	Black River (UPRR) Renton - *06
Auburn - 42(X)	Tacoma - 43(X)	Steilacoom - 52(X)
Lacey - 50(X)	Plumb - 26(X)	Chehalis North - 45(X)
Chehalis South - 46(X)	Napavine - 24(X)	MP 85 - 25(X)
Longview - 28(X)	Ridgefield - 29(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Seattle Terminal Dispatcher—1-800-285-0079 or 8-234-1613
 Seattle East Dispatcher—1-800-285-0061 or 8-234-1615
 Centralia North Dispatcher—1-800-285-0076 or 8-234-1623
 Centralia South Dispatcher—1-800-285-0078 or 8-234-1621
 Vancouver Terminal Dispatcher—1-800-285-0082 or 8-234-6125
 UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Seattle to Longview Jct. South	79 MPH.	50 MPH.
Longview Jct. South to Vancouver	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 2.0X	20 MPH.	20 MPH.
MP 2.0X to MP 3.4X	40 MPH.	30 MPH.
MP 3.4X to MP 5.3X	70 MPH.	50 MPH.
MP 5.3X to MP 5.4X (HER)	40 MPH.	40 MPH.
MP 5.4X to MP 8.8X	70 MPH.	50 MPH.
MP 8.8X to MP 10.7X	55 MPH.	45 MPH.
MP 10.7X to MP 15.5X	75 MPH.	50 MPH.
MP 15.5X to MP 17.2X	40 MPH.	40 MPH.
MP 17.2X to MP 20.9X	75 MPH.	50 MPH.
MP 20.9X to MP 21.6X	40 MPH.	40 MPH.
MP 21.6X to MP 27.4X	79 MPH.	50 MPH.
MP 27.4X to MP 28.0X	65 MPH.	50 MPH.
MP 28.0X to MP 28.5X	65 MPH.	40 MPH.
MP 28.5X to MP 30.5X	65 MPH.	50 MPH.
MP 30.5X to MP 30.8X	65 MPH.	30 MPH.
MP 30.8X to MP 30.9X	30 MPH.	30 MPH.
MP 30.9X to MP 32.2X	40 MPH.	30 MPH.
MP 32.2X to MP 33.4X	75 MPH.	30 MPH.
MP 33.4X to MP 34.4X	75 MPH.	50 MPH.
MP 34.4X to MP 34.6X	45 MPH.	45 MPH.
MP 34.6X to MP 36.4X	65 MPH.	50 MPH.
MP 36.4X to MP 36.8X	45 MPH.	40 MPH.
MP 36.8X to MP 37.8X	45 MPH.	30 MPH.
MP 37.8X to MP 39.7X	30 MPH.	30 MPH.
MP 39.7X to MP 0.0	10 MPH.	10 MPH.
MP 0.0 to MP 2.8	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	50 MPH.	50 MPH.

MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	50 MPH.
MP 9.5 to MP 9.8	35 MPH.	35 MPH.
MP 9.8 to MP 10.3	60 MPH.	35 MPH.
MP 10.3 to MP 10.8	60 MPH.	50 MPH.
MP 10.8 to MP 13.2	70 MPH.	50 MPH.
MP 13.2 to MP 14.0	60 MPH.	50 MPH.
MP 14.0 to MP 14.2	40 MPH.	30 MPH.
MP 14.2 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.7	79 MPH.	50 MPH.
MP 27.7 to MP 28.1	70 MPH.	50 MPH.
MP 28.1 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 47.9	60 MPH.	50 MPH.
MP 47.9 to MP 51.2	79 MPH.	50 MPH.
MP 51.2 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.7	65 MPH.	50 MPH.
MP 53.7 to MP 54.3	40 MPH.	40 MPH.
MP 54.3 to MP 62.3	79 MPH.	50 MPH.
MP 62.3 to MP 63.0	60 MPH.	50 MPH.
MP 63.0 to MP 64.5	70 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.4	60 MPH.	50 MPH.
MP 70.4 to MP 71.7	50 MPH.	50 MPH.
MP 71.7 to MP 72.2	75 MPH.	50 MPH.
MP 72.2 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.6	70 MPH.	50 MPH.
MP 81.6 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	79 MPH.	50 MPH.
MP 85.4 to MP 86.9	75 MPH.	50 MPH.
MP 86.9 to MP 87.2	60 MPH.	50 MPH.
MP 87.2 to MP 89.0	79 MPH.	50 MPH.
MP 89.0 to MP 89.8	60 MPH.	50 MPH.
MP 89.8 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 93.7	70 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 97.2	45 MPH.	40 MPH.
MP 97.2 to MP 100.3	70 MPH.	50 MPH.
MP 100.3 to MP 100.6	60 MPH.	50 MPH.
MP 100.6 to MP 102.6	79 MPH.	60 MPH.
MP 102.6 to MP 108.2	79 MPH.	60 MPH.
MP 108.2 to MP 108.5	70 MPH.	60 MPH.
MP 108.5 to MP 114.4	79 MPH.	60 MPH.
MP 114.4 to MP 114.8	75 MPH.	60 MPH.
MP 114.8 to MP 118.8	79 MPH.	60 MPH.
MP 118.8 to MP 119.8	75 MPH.	60 MPH.
MP 119.8 to MP 122.3	70 MPH.	60 MPH.
MP 122.3 to MP 122.9	50 MPH.	35 MPH.
MP 122.9 to MP 126.6	70 MPH.	60 MPH.
MP 126.6 to MP 131.5	79 MPH.	60 MPH.
MP 131.5 to MP 132.6	70 MPH.	60 MPH.
MP 132.6 to MP 134.4	50 MPH.	35 MPH.
MP 134.4 to MP 136.5	35 MPH.	35 MPH.

Northward passenger trains may increase speed to 50 MPH after 39th Street crossing is occupied and gates are set to provide protection.

Amtrak Talgo Train Speeds—Maximum Speed

MP 0.0X to MP 2.0X	20 MPH.
MP 2.0X to MP 2.6X	48 MPH.
MP 2.6X to MP 3.4X	56 MPH.
MP 3.4X to MP 5.3X	79 MPH.
MP 5.3X to MP 5.4X	40 MPH.
MP 5.4X to MP 8.8X	79 MPH.
MP 8.8X to MP 10.7X	63 MPH.
MP 10.7X to MP 15.2X	75 MPH.

MP 15.2X to MP 15.3X	65 MPH.
MP 15.3X to MP 15.9X	75 MPH.
MP 15.9X to MP 17.2X	40 MPH.
MP 17.2X to MP 20.9X	75 MPH.
MP 20.9X to MP 21.6X	40 MPH.
MP 21.6X to MP 28.0X	79 MPH.
MP 28.0X to MP 30.8X	65 MPH.
MP 30.8X to MP 30.9X	30 MPH.
MP 30.9X to MP 32.2X	40 MPH.
MP 32.2X to MP 34.4X	75 MPH.
MP 34.4X to MP 34.6X	55 MPH.
MP 34.6X to MP 36.4X	73 MPH.
MP 36.4X to MP 37.8X	52 MPH.
MP 37.8X to MP 39.0X	37 MPH.
MP 39.0X to MP 39.6X	30 MPH.
MP 39.6X to MP 0.0	20 MPH.
MP 0.0 to MP 1.8	42 MPH.
MP 1.8 to MP 2.8—Main 1	57 MPH.
MP 1.8 to MP 2.1—Main 2	47 MPH.
MP 2.1 to MP 2.2—Main 2	57 MPH.
MP 2.2 to MP 2.8—Main 2	57 MPH.
MP 2.8 to MP 5.1	64 MPH.
MP 5.1 to MP 6.6	60 MPH.
MP 6.6 to MP 7.1	70 MPH.
MP 7.1 to MP 9.5	75 MPH.
MP 9.5 to MP 9.8—Main 1	35 MPH.
MP 9.5 to MP 9.8—Main 2	35 MPH.
MP 9.8 to MP 10.8	67 MPH.
MP 10.8 to MP 13.2	79 MPH.
MP 13.2 to MP 14.0	67 MPH.
MP 14.0 to MP 14.2	40 MPH.
MP 14.2 to MP 14.3	30 MPH.
MP 14.3 to MP 15.9	50 MPH.
MP 15.9 to MP 19.9	67 MPH.
MP 19.9 to MP 21.9	79 MPH.
MP 21.9 to MP 23.8	67 MPH.
MP 23.8 to MP 25.6	63 MPH.
MP 25.6 to MP 46.4	79 MPH.
MP 46.4 to MP 47.7	70 MPH.
MP 47.7 to MP 47.9	67 MPH.
MP 47.9 to MP 51.1	79 MPH.
MP 51.1 to MP 51.4	67 MPH.
MP 51.4 to MP 53.7	75 MPH.
MP 53.7 to MP 54.3	60 MPH.
MP 54.3 to MP 62.3	79 MPH.
MP 62.3 to MP 63.0	67 MPH.
MP 63.0 to MP 64.5	79 MPH.
MP 64.5 to MP 65.1	62 MPH.
MP 65.1 to MP 69.1	79 MPH.
MP 69.1 to MP 70.4	67 MPH.
MP 70.4 to MP 71.7	50 MPH.
MP 71.7 to MP 72.2	75 MPH.
MP 72.2 to MP 77.8	79 MPH.
MP 77.8 to MP 79.5	65 MPH.
MP 79.5 to MP 81.6	79 MPH.
MP 81.6 to MP 81.8	67 MPH.
MP 81.8 to MP 83.2	70 MPH.
MP 83.2 to MP 86.9	79 MPH.
MP 86.9 to MP 87.2	67 MPH.
MP 87.2 to MP 89.0	79 MPH.
MP 89.0 to MP 89.8	67 MPH.
MP 89.8 to MP 91.0	79 MPH.
MP 91.0 to MP 91.2	67 MPH.
MP 91.2 to MP 93.7	79 MPH.
MP 93.7 to MP 95.0	67 MPH.
MP 95.0 to MP 95.3	45 MPH.
MP 95.3 to MP 97.2	52 MPH.
MP 97.2 to MP 98.4—Main 1	75 MPH.
MP 98.4 to MP 98.5—Main 1	70 MPH.
MP 98.5 to MP 100.3—Main 1	75 MPH.
MP 97.2 to MP 100.3—Main 2	75 MPH.
MP 100.3 to MP 100.6	67 MPH.
MP 100.6 to MP 122.3	79 MPH.
MP 122.3 to MP 122.8—Main 1	65 MPH.
MP 122.8 to MP 122.9—Main 1	53 MPH.
MP 122.3 to MP 122.9—Main 2	65 MPH.
MP 122.9 to MP 132.6	79 MPH.
MP 132.6 to MP 133.1	67 MPH.
MP 133.1 to MP 134.9	70 MPH.
MP 134.9 to MP 135.0	35 MPH.

MP 135.0 to MP 136.2—Main 1	70 MPH.
MP 135.0 to MP 136.2—Main 2	60 MPH.
MP 136.6 to MP 136.5	35 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
South Seattle Yard, MP 8.0X through Center Crossover		5 MPH.
Tukwila	20 MPH.	20 MPH.
North Ayburn Wye	20 MPH.	20 MPH.
Through crossover dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.
Nisqually Crossover Turnouts	35 MPH.	35 MPH.
MP 21.0X	40 MPH.	40 MPH.
Pioneer Plumb		
Wabash Centralia South		
Chehalis Jct. Napavine South		
Vader MP 85.0		
Ostrander Kelso South		
Longview Jct. South MP 111.0		
Ridgefield South Vancouver Jct. N.	35 MPH.	35 MPH.
North end Ruston—Tunnel	40 MPH.	40 MPH.
South end Nelson—Bennett Tunnel	40 MPH.	40 MPH.

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

1(D). Speed—Other

Seattle—King St. Station, trains while passing under umbrella sheds	5 MPH.	5 MPH.
Seattle—Over public crossings	20 MPH.	20 MPH.
Military Road South at MP 5.3X between Argo and South Seattle (HER)	40 MPH.	40 MPH.
Black River to Reservation against the current of traffic	59 MPH.	49 MPH.
Olympia—over street crossings	10 MPH.	10 MPH.
Centralia—north leg of wye	5 MPH.	5 MPH.
On sidings:		
Centralia, Vader, Kelso, Longview Jct., Ridgefield	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Belmore, Rye Jct. to Rye		10 MPH.
Tacoma—Amtrak Lead	15 MPH.	10 MPH.
Speed through adjoining turnouts	10 MPH.	10 MPH.

	Up to 100	Over 100
	TOB	TOB

Seattle and Tacoma—Engine		
Southward freight train passing signals		
8.9X	45 MPH.	35 MPH.
23.9X	50 MPH.	35 MPH.
35.7X	50 MPH.	40 MPH.

Engine northward freight train passing signals:		
24.0X	50 MPH.	35 MPH.
11.4X	50 MPH.	40 MPH.

Test Mile Locations:
Seattle to Tacoma
MP 16.0X to MP 17.0X
MP 31.0X to MP 32.0X

Tacoma to Vancouver
MP 17.0 to MP 18.0
MP 39.0 to MP 40.0
MP 79.0 to MP 80.0
MP 112.0 to MP 113.0
MP 125.0 to MP 126.0

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
Meeker to McMillin	134 tons, Restriction G
Port of Tacoma Spur	143 tons, Restriction E
Longview Jct. to Longview Yard over Bridge 0.59	143 tons, Restriction D

Other bridges in Longview	134 tons, Restriction G
Rye Jct. to Rye	134 tons, Restriction G
St. Clair to Lacey	134 tons, Restriction G
Olympia to Belmore	134 tons, Restriction G

Six-axle locomotives heavier than 175 tons not permitted on tracks 1060 through 1065 and Occidental Lead.

Six-axle derricks not permitted on West Seattle line, Olympia, and Port of Tacoma spur.

Trains over 100 TOB and grain storage not permitted on the following tracks:

Chelalis—main one (1) and two (2) sidings.
Rocky Point—track two (2).

Kalama—Maximum of two (2) locomotives allowed on Peavey Grain Elevator tracks, stub track one (1) and two (2).

3. Type of Operation

CTC—in effect:

Ruston MP 5.1 to Vancouver MP 136.3

ABS—in effect:

Seattle MP 0.5X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

TWC—in effect:

Tukwila MP 10.0 to Reservation MP 38.2

Yard Limits—in effect:

Seattle

MP 0.0X to Thomas MP 18.5X
Auburn
MP 20.0X to MP 24.8X
Sumner
MP 28.2X to Puyallup MP 33.0X
Reservation
MP 37.1X to Ruston MP 5.1
Vancouver
MP 136.3 to MP 136.5

Occupancy Control System—in effect:

Seattle

MP 0.0X to Tukwila MP 10.0X
Reservation
MP 38.2X to Ruston MP 5.1
Vancouver
MP 136.3 to MP 136.5

Between Reservation and Ruston, and at Vancouver, trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Between Seattle and Tukwila, trains and engines may occupy the main track with verbal OCS permission.

Two Main Tracks—between:

Reservation MP 38.2X and Ruston MP 5.1
Nelson Bennett MP 6.6 and Vancouver MP 136.3

Double Track—between:

Seattle MP 0.0X and Reservation MP 38.2X
Vancouver MP 136.3 and MP 136.5

Locations Designated as Industrial Tracks

Meeker MP 33.3X to McMillin MP 28.5X
St. Clair MP 0.0 to Lacey MP 6.7
Olympia MP 9.1 to Belmore MP 16.0
Rye Jct. MP 0.0 to Rye MP 3.6
GCOR Rule 6.28 applies.

Tukwila—Trains entering the interlocking to back in on north leg of wye, or working interchange tracks, or making reverse movement between Tukwila station and interchange track, must notify UP dispatcher.

Between Tukwila and Reservation—From Tukwila MP 10.0X to Thomas MP 18.5X; Auburn MP 20.0X to MP 24.8X; Sumner MP 28.2X to Puyallup MP 33.0X; and Reservation MP 37.1X to MP 38.2X: trains and engines must not enter or crossover main track unless authorized by signal indication or train dispatcher.

Interlockings and Drawbridges Not Indicated at Station
North Auburn Wye MP 21.5X Manual Interlocking—Main 2 only.

D Street MP 39.6 Manual Interlocking—Main 2 only.

West Seattle Line Drawbridge MP 36.8.

West Tacoma, Drawbridge 14—Manual interlocking:
When a signal displays a Stop indication, and no control operator (bridge tender) is on duty, the following will govern.

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 non-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. Before proceeding into or continuing in CTC territory, the crew member must be sure that the CTC control operator has given authority to proceed.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—Seattle, Argo, Reservation, River Street—MP 38.8X, D Street—MP 39.8X, 21st Street—MP 40.1X, Vancouver—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

West Tacoma Drawbridge 14—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridgetender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding.

Manual Interlockings Not Controlled by BNSF
Tukwila—Controlled by Union Pacific Railroad, contact UP dispatcher.

Railroad Crossings Not Indicated at Station
Seattle
Atlantic Street UP
Duwamish Avenue UP
Coach 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

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

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

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles, except between Seattle and Reservation, when operating against the current of traffic, distance will be 1.5 miles.

Rule 10.2—Following switches not equipped with electric locks:
Main 1—MP 10.3—Titlow
Main 2—MP 12.8—Pioneer Pit
Main 2—MP 13.4—Pioneer Pit
Main 2—MP 15.5—Steilacoom
Main 1—MP 18.3—Ketrone
Main 2—MP 43.6—Tenino
Main 2—MP 44.2—Tenino
Main 1—MP 58.1—Chehalis—Darigold spur
Main 2—MP 95.5—Rocky Point—North and South ends of storage tracks.

Main 2—MP 115.7—Woodland—Down River Forest Products
Main 2—MP 116.4—Woodland—House track

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

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 Only)—NWD only
- B. Other TWD locations
MP 4.6X—Recall Code 408
MP 26.4X—Recall Code 428
MP 18.5—Recall Code 518 (DED Only)—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 Exempted Track

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

At Stacy St. Yard, tracks WATL, WATM, WAT1, WAT2, WAT3, WAT4. In Tacoma, Smelter Lead, Tracks 320, 613, 614, and 720. In Kent, Zone 62 and all industry tracks within limits of Zone 62. At Auburn, tracks 2405, 2417, 2418, 2451, 2452, 2454, and 2459. Between St. Clair and Lacey (MP 0.0 to MP 6.7); Olympia and Belmore (MP 9.1 to MP 15.1); Rye and Rye Jct.; Between Meeker and McMillin, MP 28.5 to MP 33.3.

At Glacier Park—All tracks in zones 64 and 65, excluding Glacier Park Siding.

7. Special Conditions

Amtrak Operations—NRPD 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.

Holgate Street Crossing—Automatic crossing signals at Holgate Street crossing on 2nd Avenue yard tracks MP 0.9 may be ineffective. Be governed by Rule 6.32.2.

Grade Crossing Ordinances

Seattle—City ordinance prohibits use of the locomotive whistle along Alaskan Way from Vine Street to Broad Street and at Galer Street, except if necessary to prevent an accident. The bell must be rung continuously at these locations.

On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars:

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

Kent—City ordinance prohibits switching operations over East Valley Highway (MP 14.1) 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.

Meeker Wye Track—East leg of Wye Track is restricted to one (1) locomotive. Six-axle units may not be used.

Auburn—Setting out of loaded grain and coal trains should be made by pulling through yard tracks whenever possible.

All reverse movements, north to south, at north end of yard must be made in as low a throttle position as possible to make movement. High lateral forces resulting from high throttle positions must be avoided in order to minimize the potential of derailment.

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

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

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

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

- | | |
|--------------------|-----------------------|
| 1. Canal Street | 11. East 11th Street |
| 2. Lincoln Avenue | 12. East 15th Street |
| 3. McCarver Street | 13. South 15th Street |
| 4. McKinley Avenue | 14. South 17th Street |
| 5. Pacific Avenue | 15. South 19th Street |
| 6. Pine Street | 16. South 21st Street |
| 7. Puyallup Avenue | 17. South 23rd Street |
| 8. St. Paul Avenue | 18. South 25th Street |
| 9. Wilkeson Street | 19. South 56th Street |
| 10. East D Street | 20. South 74th Street |

When grade crossing is cleared in accordance with the above, waiting vehicles and pedestrians are to be allowed to cross before crossing is again occupied.

City ordinance prohibits switching operations over Puyallup Avenue and East 11th Street between 0630 and 0830 and between 1530 and 1800 except on Saturdays and Sundays and legal holidays, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

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

Safety Lockout for Train and Yard Crews—Switch locks have been installed at both ends of Tracks 101 through 124 in the Tacoma Main Yard. A switch crew or train crew employee will be required to lock both ends of 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.

Locomotive servicing personnel monitor Channel No. 87 and conduct operations on Channel No. 84.

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

Olympia—Trains consisting of locomotive and more than five cars cannot be operated over any of the following grade crossings between the hours of 0730 to 0815, 1150 to 1220, 1240 to 1305, 1525 to 1545 and 1650 to 1730:

East Union Avenue East Fourth Street
East State Avenue Legion Way
Columbia Street at West Seventh

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

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

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

Kalama—When switching Peavey Loop tracks, no more than 55 cars may be shoved at one time.

Ridgefield—Vancouver—Northward freight trains use maximum throttle position three (3) between block signals at MP 134.3 and Fruit Valley Road overpass at MP 133.4.

Automatic Equipment Identification (AEI)—Located at:

Seattle MP 9.5X (near Black River)
Tacoma MP 35.2X (near Reservation)
Tacoma MP 5.1 (near Ruston)
Centralia MP 52.5
Kelso MP 96.5
Vancouver MP 134.0

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

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

Close Clearance—May exist on all auxiliary tracks.

Flash Flood Warning—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

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

Seattle - Vancouver—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.

Locations Approved for Gravity Drop Movements

Rainier Brewery—Shoreline

Locations Approved for Active Drop Movements

Rainier Brewery—5th Ave. Seattle
 System Transfer—5th Ave. Seattle
 Pacific Coast—2nd Ave. Seattle
 Sea Freeze—W. Seattle, Iowa Ave
 Davis Wire—Orillia
 Continental Mills—Orillia
 Americold—Orillia
 Bordons—Kent
 Burdick Feed—Kent
 Evans Black—Orillia
 Merlino's—Orillia
 Americold—Orillia
 Orillia Yard

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
438	..... Vancouver Jct.	..... Rye MP 0.0 to MP 3.7
606	..... Auburn Yard	
608	..... Tacoma	
609	..... Olympia	
611	..... Centralia	
612	..... Longview Jct.	..... East of Bridge 0.59
613	..... Longview Yard	..... Bridge 0.59 to Longview
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

Road Line Segments

Line Segment	Limits	Mileposts
411	..... McMillin—Meeker	..... 28.5 to 33.3X
430	..... Seattle (S. Jackson St.) Stacy St.—Argo (Via Colorado Ave. Line)	..... 0.0X to 3.3X
51	..... Seattle to 11th Street	
52	..... 11th Street to Vancouver	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02207 Rhodes	3.6 south of Argo	40	South
16005 Glacier Park	1.0 north of Orillia	42	Both
16047 Gravel Center	0.8 north of West Tacoma	30	North
16049 Steilacoom	1.2 south of West Tacoma	8	North
16051 Ketron	3.3 south of West Tacoma	20	South
St. Clair Siding	0.2 south of St. Clair		
67503 Quadlock	3.1 south of St. Clair		
67504 Lacey	5.0 south of St. Clair	22	Both
67510 Olympia	7.2 south of East Olympia	Yard	Both
67512 Graystone Spur	9.9 south of East Olympia	8	South
67514 Ohm Spur	11.7 south of East Olympia		South
16077 Tenino	8.6 south of East Olympia	52	Both
16080 Bucoda	2.8 north of Wabash	85	Both
16097 Napavine	1.2 north of Napavine S	84	Both
16104 Winlock	5.7 north of Vader	41	Both
16120 Castle Rock	2.3 south of MP 85	68	Both
16150 Woodland	5.7 south of MP 111		
68104 Longview on Spur	1.5 from Longview Jct.	Yard	Both
16142 N. Pacific Grain Growers	1.5 south of Kalama	38	North
67005 McMillin on Spur	8.0 from Meeker	Yard	Both
68152 Ampere on Spur	2.4 from Rye Jct.	20	North
68154 Rye on Spur	3.6 from Rye Jct.	57	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Stampede Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	8,000	13126	127.0 0.0	ELLENSBURG	BCPR	CTC TWC CTC	49	17.2	
	8,200	13143	17.1	BRISTOL		CTC		7.7	
	14,620	13150	24.9	CLE ELUM		TWC		12.6	
		13163	38.1	EASTON	T	2MT CTC		8.4	
	2,307	13172	46.3	MARTIN		TWC		2.4	
	1,285	13175	49.0	STAMPEDE				11.0	
	7,000	13185	59.7	LESTER	T	CTC		21.4	
		13206	81.3	PALMER JCT.	T	TWC		1.2	
	9,300	13207	82.3	KANASKAT		CTC		5.9	
	6,281	13213	88.2	RAVENSDALE		TWC		15.2	
		16014	102.9	AUBURN	JTRP			103.0	

Radio Channel No. 76 in service.

Radio Call-In		
Auburn - 62(X)	Cle Elm - 51(X)	Kanaskat - 52(X)
Stampede - 53(X)	Stampede Tunnel - 48(X)	Ellensburg - 80(X)
Easton - 61(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
1-800-789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Ellensburg to Auburn	49 MPH.

1(B). Speed—Permanent Restrictions

MP 127.0 to MP 1.3	35 MPH.
MP 1.3 to MP 10.9	45 MPH.
MP 10.9 to MP 12.8	25 MPH.
MP 12.8 to MP 14.3	35 MPH.
MP 14.3 to MP 18.8	45 MPH.
MP 18.8 to MP 30.1	49 MPH.
MP 30.1 to MP 31.4	40 MPH.
MP 31.4 to MP 36.1	49 MPH.
MP 36.1 to MP 39.3—Main 1	40 MPH.
MP 39.3 to MP 41.1—Main 1	20 MPH.
MP 36.9 to MP 38.0—Main 2	30 MPH.
MP 38.0 to MP 41.1—Main 2	20 MPH.
MP 39.3 to MP 57.6	20 MPH.
MP 57.6 to MP 63.7	35 MPH.
MP 63.7 to MP 67.3	30 MPH.
MP 67.3 to MP 70.7	25 MPH.
MP 70.7 to MP 84.9	35 MPH.
MP 84.9 to MP 95.6	40 MPH.
MP 95.6 to MP 98.4	35 MPH.
MP 98.4 to MP 101.0	30 MPH.
MP 101.0 to MP 101.8	25 MPH.
MP 101.8 to MP 102.9	20 MPH.

1(C). Speed—Switches and Turnouts

Speed switches and turnouts through dual control turnouts at the following locations:
 Ellensburg, Bristol, E. Easton, Lester, and Kanaskat 30 MPH.
 W. Easton 20 MPH.
 Stampede Wye 10 MPH.
 North Auburn Wye 20 MPH.

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

1(D). Speed—Other

Sidings at Ellensburg, Bristol, Lester, and Kanaskat 30 MPH.
 MP 49 to MP 50, In Tunnel No. 4—Intermodal trains only 10 MPH.
 Eastward intermodal trains passing over detector at MP 100.6 .. 10 MPH.
 All other tracks and sidings 10 MPH.

Item 1(A) of the System Special Instructions applies between West Switch Lester to Auburn and from Ellensburg to East Switch Easton.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ellensburg to Auburn 143 tons, Restriction B
 Palmer Jct. to Veazey 134 tons, Restriction G

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

Ellensburg yard tracks, back track off Thorp siding and back track off Cle Elum siding.

Loaded unit trains are not permitted on the following tracks: Ellensburg extension, Thorp, Cle Elum, Ravensdale, Covington and east Auburn. Ravensdale may be used for unit trains while loading only.

3. Type of Operation

CTC—in effect:

E. Ellensburg MP 0.0 to W. Ellensburg MP 1.8

TWC—in effect:

W. Ellensburg MP 1.8 to E. Bristol MP 16.3

CTC—in effect:

E. Bristol MP 16.3 to W. Bristol MP 17.8

TWC—in effect:

W. Bristol MP 17.8 to E. Easton MP 36.9

Two Main Track—CTC—in effect:

E. Easton MP 36.9 to W. Easton MP 41.1

TWC—in effect:

W. Easton MP 41.1 to E. Lester MP 59.0

CTC—in effect:

E. Lester MP 59.0 to W. Lester MP 60.5

TWC—in effect:

W. Lester MP 60.5 to E. Kanaskat MP 81.9

CTC—in effect:

E. Kanaskat MP 81.9 to W. Kanaskat MP 83.8

TWC—in effect:

W. Kanaskat MP 83.8 to RL Auburn MP 101.8

Restricted Limits—in effect:

Auburn MP 101.8 to MP 102.9
 Ellensburg MP 126.0 to MP 127.0/MP 0.0 (Yakima Valley Sub.)

Interlockings Not Indicated at Station

Stampede Wye—MP 102.3—MP 102.4 Manual Interlocking
 North Auburn Wye—MP 102.9 Manual Interlocking

4. General Code of Operating Rules Items

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

Rule 6.32.2(E) Power Off Indicators—in effect.

Rule 10.2—Following switches not equipped with electric locks: Wye Switches at Lester
 Wye Switches at Easton

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures
 - MP 43.5—(WWD only)
 - MP 52.0—(DED only)
 - MP 100.6—(EWD only)—Recall Code 628
- B. Other TWD locations
 - MP 9.2 (DED/Exception Reporting Only)
 - MP 20.5—Recall Code 518
 - MP 36.9 (DED/Exception Reporting only)
 - MP 43.5 (EWD only)
 - MP 46.0 (DED/Exception Reporting only)
 - MP 49.0 (DED/Exception Reporting only)
 - MP 59.0 (DED/Exception Reporting only)
 - MP 62.9—Recall Code 538
 - MP 91.6—Recall Code 528

At detector MP 100.6, crews on eastbound 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 Kanasket to be picked up by next available westbound train. This information is to be given to the dispatcher upon setout.

6. FRA Excepted Track

Palmer Jct. to Veazey—MP 0.6 to MP 6.9
 Ellensburg Yard, except siding extension
 Cle Elum Yard, except siding

7. Special Conditions

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

Close Clearance—May exist on all auxiliary tracks.

Mountain Grade Special Conditions

Between Easton and Lester—Trains handling cars exceeding Plate E are not permitted. Trains handling loaded TOFC cars must not exceed 10 MPH through Tunnel 4 between MP 49 and MP 50. Trains handling double-stack equipment must have containers placed in bottom well only. Containers must not be stacked. Containers are restricted to single-level loading only.

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

Requirements for Helper/Distributive Power Trains

Unless otherwise instructed, helpers and distributed power remote locomotive consists utilized on the Stampede Subdivision must be cut in at not less than one half the rated tonnage, nor more than the full rated tonnage, of the helper/DP consist. Helper/DP remote placement should be as close to one-half rated tonnage as train make-up guidelines below allow.

The first ten cars ahead of helper/DP remote placement must be loaded to a minimum of 45 tons by car count, and there must be no empty units of a multi-platform car within the first 10 cars/units ahead of the helper/DP remote locomotives.

Front-runner equipment (TTOX two-axle cars that are single unit with car kind code QA, and TTFX four-unit cars with car kind code QDE) must weigh a minimum of 35 tons per car or by car count if within 10 cars/units ahead of helper/DP remote locomotives.

Locomotive Ratings to be Utilized for Helper Placement Only

- DC Locomotives
 - 1500-2999 hp = 1000 tons
 - 3000-3999 hp = 1500 tons
 - 4000+ = 2000 tons
- AC Locomotives = 2500 tons

Handling 80 Ft. or Longer Cars Between Easton and Lester

Freight trains, other than intermodal, must handle 80-foot or longer cars weighing less than 50 tons in the rear 2900 tons.

Intermodal Trains Between Easton and Lester

- A. Conventional equipment is defined as all types of intermodal equipment except double stacks.
- B. Trains handling conventional equipment using helper locomotives or trains handling conventional with double-stack equipment using helper locomotives must not exceed 7500 total tons or 7700 total feet, not including power.
- C. Trains handling conventional equipment only must not exceed 4800 tons, 70 cars or 7000 feet not including power.
- D. Trains consisting of double stack and mixed with conventional equipment without helper locomotives must not exceed 5500 tons. The conventional portion must not exceed 4800 tons.
- E. Eastward trains handling conventional with loaded double-stack equipment must handle all loaded double-stack equipment next behind engine. Partially loaded double-stack equipment having any empty platforms must be placed next to/behind loaded double-stack equipment.
- F. Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives, unless handled in the trailing 2500 tons.
- G. Westward trains of greater than 2900 tons must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.
- H. Single loaded 50-foot cars having single axles are not restricted.
- I. Trains consisting of solid double-stack equipment without helpers must not exceed 6000 tons. Trains with trailing tonnage of 5501 tons through and including 6000 tons will be governed as follows: All loaded double stacks must be placed next to/behind engine. Partially loaded double-stack equipment having any empty platforms must be placed behind all loaded double-stack equipment.

Mixed and Unit Trains Between Easton and Lester

- A. Trains without helpers must not exceed 4800 tons, or 7000 feet not including power.
- B. Empty unit trains must not exceed 4800 tons, 130 cars, or 7000 feet not including power.
- C. Trains with manned helpers must not exceed 7500 tons or 7000 feet, not including power, and helpers must be cut in at one-half rated tonnage. Head end portion of train must not exceed 4800 tons.
- D. Mixed trains with DP consists in train must not exceed 9600 tons or 7000 feet, not including power.

Scott ATO Masks—Scott ATO masks are issued to crew members of trains running through the Stampede Tunnel and must be immediately accessible while in the Stampede Tunnel. To permit proper sealing of face masks, all train and engine personnel must be clean shaven when working between Ellensburg and Auburn.

Stampede Tunnel—Employees in train operations must have received instructions on operation of emergency tunnel equipment prior to working trains that may go through the Stampede tunnel.

All bays are 9' wide x 8' high x 7.5' deep.

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	Emergency Breathing Apparatus	Side of Tunnel	Distance Between Bays in Feet
Easton Station	X			
East Portal				0
Bay 1			South	2,580
Bay 2			North	2,630
Bay 3			South	4,780
Bay 4			North	4,965
Bay 5			South	7,325
Bay 6			North	7,440
West Portal				9,832
Lester Station	X			

Stampede Tunnel Emergency Action Plan

1. If distance or situation warrants, walk out if necessary.
2. Consider hazardous material involvement in each situation before any action is taken.
3. Consider wind current and direction of movement.

Event	Action
I. Undesired Emergency Air Brake Application, Break-in-two or Derailment	If any hazardous material is within tunnel, use breathing equipment immediately. After PCS (power cutoff switch) has reset on the lead locomotive, if air does not begin to restore within two minutes, observe the following: 1. If there is reasonable suspicion that a derailment has occurred, cut off locomotives if possible, if not, walk-exit the tunnel. Obtain supplemental breathing equipment as needed. 2. Use breathing equipment, evaluate secure and/or repair if possible. Obtain supplemental breathing equipment as needed.
II. Fire (Obvious)	1. Advise dispatcher and use breathing equipment. 2. Cut off power, leave train angle cock open, exit tunnel. 3. Do not return to tunnel.
III. Engine(s) derailed	1. Advise dispatcher and use breathing equipment. 2. Shut down and secure derailed and all trailing locomotive units. If lead locomotive is not derailed, cut off for exit. 3. Exit tunnel using lead locomotive, or if lead is derailed, walk out of tunnel.

Between Ellensburg and Auburn

On the following sidings: Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7 and Auburn (R Street MP 101.5 and M Street MP 101.9), trains must stop at stop sign protecting the grade crossing. Be governed by GCOR Rule 6.32.2.

Two-Way End-of-Train Device Operation for Mountain Grade Operations Between Auburn and Ellensburg

All caboosless freight trains operating on mountain grade between Auburn and Ellensburg must comply with Air Brake and Train Handling Rules 101.19.1 and 101.29.2 and have a valid certification form BNSF 51652 dated 3-96.

Trains operating with a valid ETD certification form (BNSF Form 51652 3-96) are not required to certify the ETD/EOT.

If communications between HTD and ETD/EOT is lost enroute, the train must not pass Easton (Westbound) or Kanaskat (Eastbound) until communication is re-established. (A supply of replacement batteries and EOT devices will be available at Easton and Kanaskat. Notify dispatcher if battery or EOT is removed for use.)

Minimum Dynamic Brake Requirements

Before descending grades described below, it must be known that the lead locomotive in the consist has an operative dynamic brake and 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 below, the train must not proceed. A helper consist may be added to meet this requirement. 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 to MP 59
 Eastward, MP 47 to MP 41

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 and above	12	14	20	26	30	34	38

Cle Elum - Easton—Between Cle Elum and Easton, the actual distance between MP 28 and MP 29 is 2,473 feet.

Automatic Equipment Identification (AEI)—Located at: E. Auburn—MP 100.6

Automatic Brake Valve Cutout Valve Position

When operating freight trains on the Stampede Subdivision, automatic brake valve cutout valve will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between Easton and Lester, train must be stopped. After stopping, train must be properly secured and automatic brake valve cutout valve placed in "PASS" position. Train brake system must be fully charged before proceeding.

Radio report must be promptly made to the Mechanical Desk, Ft. Worth, and Form 1226-B sent. "Locomotive Inspection Form" is to be completed and turned in at conclusion of trip.

WARNING—When the automatic brake valve cutout valve is moved from "FRT" to "PASS" position, the automatic brake valve must be in "RELEASE" position.

Any movement of the automatic brake valve cutout valve with air brake reduction in effect will cause an undesired release of the air brakes.

When operating a freight train with the automatic brake valve cutout valve in "PASS" position, use extreme care since any slight movement of the brake valve handle toward the "RELEASE" position will result in a complete release of the air brakes on the train.

When the automatic brake valve cutout valve is placed in "PASS" position, the pressure-maintaining feature will be operative with the brake valve handle in any position, unlike the "FRT" position, which will not maintain pressure with the automatic brake valve handle in the service zone. Therefore, use of the "PASS" position will prevent a brake pipe reduction from leakage of the equalizing reservoir during a service application.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

- MP 0.0 to MP 4.1
- MP 6.1—Bridge
- MP 10.0—Bridge
- MP 19.0—Bridge
- MP 32.6 to MP 34.5
- MP 48.5—Bridge
- MP 56.3—Bridge
- MP 58.3—Bridge
- MP 60.5
- MP 64.9 to MP 67.6
- MP 72.0 to MP 78.0
- MP 81.5—Bridge
- MP 98.7
- MP 100.2—Bridge

Walkway Removed from Following Bridges

- MP 58.4
- MP 58.9
- MP 60.5
- MP 67.7

Test Mile Locations

- MP 8 to MP 9
- MP 101 to MP 102

8. Line Segments

- 49—Ellensburg to Auburn—MP 0.0 to MP 102.9
- 411—Palmer Jct. to Veazey—MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
13133 Thorp	7.6 west of Ellensburg	88	Both
13154 Bullfrog	4.1 west of Cle Elum	1	Both
13220 Covington	6.9 west of Ravensdale	113	Both
13228 East Auburn	14.3 west of Ravensdale	87	Both

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sumas Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Strn.	NORTHWARD ↑
				Rule 4.3					
	6,420	66089	127.2	SUMAS	BR		403	6.4	
	654	66083	120.9	NOOKSACK				9.4	
		66073	111.4	DEMING				7.9	
		66065	103.5	ACME		TWC		9.5	
	1,850	66054	94.1	THORNWOOD			409	7.3	
		66305	86.8 21.3	SEDRO WOOLLEY	R			4.8	
		15042	16.6	BURLINGTON	JR			45.3	

Radio Channel No. 76 in service.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
1-800-789-0739

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Sumas to Burlington	40 MPH.

1(B). Speed—Permanent Restrictions

MP 20.8 to MP 87.0	5 MPH.
MP 87.0 to MP 88.0	10 MPH.
MP 97.0 to MP 123.9	25 MPH.
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge	10 MPH.
MP 123.9 to MP 127.2	10 MPH.
Sumas to Lynden	10 MPH.

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

1(D). Speed—Other

On sidings 10 MPH.
Item 1 (A) of the System Special Instructions applies.

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

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

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

Bridge 110—Cars under 38 feet long weighing between 88.5 tons and 110 tons and cars under 44 feet long weighing between 110 tons and 131.5 tons must be separated from each other by a car weighing less than 88.5 tons.

Six-axle locomotives heavier than 175 tons, four-axle locomotives heavier than 135 tons, and six-axle derricks are not permitted.

Sedro Woolley—Goodyear Nelson Hardware Lumber Co. Track—Locomotives not permitted beyond switch.

3. Type of Operation

TWC—in effect:
Burlington MP 16.6 to Sumas MP 127.2

Restricted Limits—in effect:
Burlington MP 16.6 to Sedro Woolley MP 88.0
Sumas MP 124.0 to MP 127.2

Locations Designated as Industrial Track
Between Sumas MP 0.0 and Lynden MP 11.3, GCOR Rule 6.28 applies.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 20.9 (DED Only)
MP 88.4 (DED Only)
MP 108.6 (DED Only)

6. FRA Excepted Track

Sumas to Lynden—MP 1.0 to MP 11.3, all tracks
Sedro Woolley—yard tracks

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

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

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

- MP 96.1 to MP 96.8
- MP 98.0—Bridge
- MP 103.8 to MP 104.5
- MP 110.0 to MP 111.0

Locations Approved for Gravity Drop Movements

Lynden

Sedro Woolley—If westward trains cannot maintain a speed of 5 MPH in traversing the 14-degree curve at Sedro Woolley and power is used, it must be limited to no more than 3 throttle, maximum 300 amps. If the train tends to stall with the above power limits, the train must be allowed to stop.

No release of the automatic brakes should be attempted with the train stretched and moving through the 14-degree curve.

After stopping, release the automatic brakes and bunch slack at the same time that release is taking place.

After release and when 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 speed to 5 MPH until the train is off the 14-degree curve.

8. Line Segments

Road Line Segments

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

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
66060 Wickersham	4.9 south of Acme	Conn.	South
66077 Lawrence	4.2 north of Deming	6	South
66410 Lynden (on Spur)	11.3 west of Sumas	Yard	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Woodinville Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		02159	1.2	SNOHOMISH JCT. WEST	JTR				1.2	
		65601	0.0 37.6	BROMART	R		TWC	403	7.4	
2,855		65608	29.9	MALTBY To WOODINVILLE 5.5						
		65819	7.0X	REDMOND			TWC	404	18.3	
		65614	0.1X	WOODINVILLE	TUR					
		65614	24.7 24.1	To MALTBY 5.5 WOODINVILLE	TUR				7.1	
		65622	17.0	KIRKLAND					4.4	
3,413		65626	12.7	BELLEVUE			TWC	405	0.8	
		65627	12.0	WILBURTON					7.3	
		65634	4.3	SCOPA	R				2.1	
3,660		65637	2.2 12.0Z	RENTON	R			410	2.2	
		16004	9.5Z	BLACK RIVER	MJR				50.8	

Union Pacific signal aspects as contained in UP Timetable are in effect at UP interlocking at Black River.

Radio Channel No. 87 in service between Black River and Kirkland.

Radio Channel No. 60 in service between Maltby and Kirkland and between Bromart and Redmond.

Radio Call-In
Renton - 41(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Number
1-800-285-0076 or 8-234-1623

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Snohomish Jct. West to Black River	25 MPH.

1(B). Speed—Permanent Restrictions

MP 2.2 to MP 4.3	10 MPH.
Between Scopa and Wilburton at MP 7.5	10 MPH.
MP 11.7 to MP 12.3	10 MPH.
Woodinville to Redmond MP 7.3X	10 MPH.

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

1(D). Speed—Other

On sidings	10 MPH.
Bridge 34.3, cars over 134 tons	10 MPH.
Bridge 38 between Snohomish Jct. West and Snohomish: Six-axle locomotives heavier than 175 tons	10 MPH.
Item 1(A) of the System Special Instructions applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart).	

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

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

Snohomish Jct. West to Woodinville	143 tons, Restriction D
Woodinville to Black River	134 tons, Restriction G
Bromart to Snohomish	134 tons, Restriction G

Woodinville to Issaquah Line:
Woodinville to MP 7.3X 134 tons, Restriction G
Bridge 38 between Bromart and Snohomish—Six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:
Bromart MP 37.1 to Black River MP 9.5
Woodinville MP 0.1X to Redmond MP 7.3X

Restricted Limits—in effect:
Black River MP 9.5Z to Scopa MP 4.4
Snohomish Jct. West MP 1.2 to Bromart MP 37.1
Woodinville MP 23.1 to MP 26.7
Woodinville MP 0.1X to MP 1.0X

Manual Interlockings Not Controlled by BNSF

Black River—Controlled by Union Pacific Railroad, contact UP dispatcher.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track

MP 38.0 to MP 39.1 Bromart to Snohomish—Tracks #1001, 1002, 1003, 1004 and 1005.

7. Special Conditions

Bellevue—Do not leave cars between main track and gate at Safeway spur account descending track.

No switching is permitted on or across N.E. 8th between the hours of 0700 to 0900 and 1600 to 1800 except on Sundays and legal holidays.

No side clearance to doors 1 and 2 at Safeway Warehouse.

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

Close Clearance—May exist on all auxiliary tracks.

Wilburton Bridge—Walkway out of service—MP 11.57 to MP 11.7.

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

MP 2.0 to MP 2.2
MP 21.0 to MP 23.5
MP 32.0 to MP 38.2
MP 9.0X to MP 9.6X

Snohomish—Do not exceed 5 MPH on runaround track at Snohomish, and stop and protect movement over crossing warning apparatus.

Stop signs installed 35 feet either side of 2nd Street crossing, MP 38.6 in Snohomish. Be governed by Rule 6.32.2 at this location. Cars must not be left standing within 120 feet of this crossing.

MP 19.7 Crossing—MP 19.7 crossing is key activated. Stop and use switch key to activate crossing signal apparatus before proceeding.

Crossing Protection—Protect movement over the following crossings on account of crossing protection malfunctioning:

- MP 13.1 Bellevue 128th Street
- MP 5.5X Redmond Willows Road
- MP 6.9X Redmond 166th Street
- MP 7.1X Redmond 170th Ave.

Locations Approved for Active Drop Movements

- Rabanco—Black River
- Dunn Lumber—Renton
- Boeing—Boeing Siding
- Cascade Drywall—Redmond

Locations Approved for Gravity Drop Movements

- K&M Meats—Renton
- Air Products—Renton
- Safeway—Bellevue
- Western Kraft—Bellevue
- GTS/Coors—Kirkland
- Boise Cascade—Maltby
- Spectrum Glass—Woodinville

8. Line Segments

Road Line Segments

Line Segment Limits

- 403 Snohomish—Woodinville
- 408 Snohomish Jct. West to Bromart
- 404 Redmond to Woodinville
- 405 Woodinville to Renton
- 410 Renton to Black River

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02158 Snohomish on Spur	1.1 from Bromart	45	Both
Spectrum Glass Spur	2.0 east of Woodinville	8	East
65805 Douglas Palmer on Spur	5.3 east of Woodinville	14	East
65807 Redmond on Spur	6.5 east of Woodinville	10	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yakima Valley Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		12146	1.7	SP&S JCT.	JM			1.1	
		03004	2.8	KENNEWICK To North Richland 18.7	J	TWC		4.5	
		13007	7.3	VISTA				9.5	
		13017	16.8	BADGER				6.8	
6,776	13024	23.6	KIONA			CTC		10.8	
	13034	34.4	GIBBON		JTR	TWC		5.6	
	13040	40.0	PROSSER		B			5.5	
6,204	13046	45.5	BYRON			CTC		6.5	
	13052	52.0	MABTON			TWC		8.4	
	13060	60.4	SATUS					10.5	
7,171	13070	70.9	TOPPENISH		J		CTC		7.4
	13078	78.3	WAPATO			TWC		4.4	
	13082	82.7	PARKER					7.3	
	13089	90.0	YAKIMA To Moxee City 8.7 To Fruitvale 3.0		BTURJ			3.8	
	13093	93.8	SELAH					3.4	
6,103	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		BR			124.5	

Radio Channel No. 66 in service.

Yakima Yard Channel No. 66 in service.

Maintenance of Way Channel No. 62 in service.

Radio Call-In		
Pasco - 46(X)	Selah Butte - 47(X)	
Prosser - 58(X)	Yakima - 23(X)	Ellensburg - 80(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number

1-800-789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

SP&S Jct. to Ellensburg	Freight 49MPH.
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1(B). Speed—Permanent Restrictions

MP 1.7 to MP 4.3	35 MPH.
MP 4.3 to MP 21.9	49 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 36.0 to MP 39.2	49 MPH.
MP 39.2 to MP 41.7	45 MPH.
MP 41.7 to MP 78.0	49 MPH.
MP 78.0 to MP 79.2	30 MPH.
MP 79.2 to MP 87.4	49 MPH.
MP 91.5 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.
MP 121.1 to MP 126.0	49 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Kiona, Byron, Toppenish, Pomona & Ellensburg	30 MPH.
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1(D). Speed—Other

On sidings at the following locations:

Kiona, Byron, Toppenish, Pomona, & Ellensburg	30 MPH.
All other sidings	10 MPH.
Port of Kennewick tracks	5 MPH.
DOE Railroad—Richland Jct. to North Richland	25 MPH.
Toppenish (Old Pacific Aqua Tracks)	5 MPH.
Yakima—Boise Cascade Lumber Side	5 MPH.
Yakima—All Diesel shop tracks	5 MPH.
UPRR Tracks—Yakima	10 MPH.
UPRR Track—Walnut St. West to end of track	5 MPH.
Moxee City Line—MP 0.0 to MP 8.7	10 MPH.
Moxee City Line—Zieglers track	5 MPH.
Naches Line MP 0.0 to MP 3.0	10 MPH.
Westward intermodal trains over detector at MP 124.2	10 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

SP&S Jct. to Ellensburg	143 tons, Restriction B
Yakima to Moxee City	134 tons, Restriction G
Yakima to Naches	134 tons, Restriction G

Between Yakima and Moxee City over Bridge 1.2 at MP 1.5, 150-ton wrecking derricks must be preceded and followed by a car weighing less than 45 tons. Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 45 tons.

Six-axle locomotives and derricks—not permitted as follows:

- Moxee City Line
- Naches Line
- UPRR Trackage at Yakima

On Naches and Moxee City Lines, cars weighing between 134 tons and 157 tons must be 52 feet in length. All cars 80 feet or longer must be handled on the rear of the train regardless of total tonnage.

3. Type of Operation

TWC—in effect:

SP&S Jct. MP 1.7 to E. Kiona MP 22.2

CTC—in effect:

E. Kiona MP 22.2 to W. Kiona MP 24.0

TWC—in effect:

W. Kiona MP 24.0 to E. Byron MP 44.2

CTC—in effect:

E. Byron MP 44.2 to W. Byron MP 45.8

TWC—in effect:

W. Byron MP 45.8 to E. Toppenish MP 72.2

CTC—in effect:

E. Toppenish MP 72.2 to W. Toppenish MP 73.8

TWC—in effect:

W. Toppenish MP 73.8 to E. Pomona MP 98.4

CTC—in effect:

E. Pomona MP 98.4 to W. Pomona MP 99.1

TWC—in effect:
W. Pomona MP 99.1 to EYL Ellensburg MP 126

CTC—in effect:
E. Ellensburg MP 127/0.0 to W. Ellensburg
MP 1.8 (Stampede Subdivision)

Restricted Limits—in effect:
Yakima MP 87.4 to MP 91.5
Ellensburg MP 126.0 to MP 127.0

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, 1 mile on the Moxee City Line and 0.5 miles on the Naches Line.

Rule 6.28—Moxee City Line MP 0.0 to MP 8.7 and Naches Line MP 0.0 to MP 3.0.

Rule 6.32.2(E) Power Off Indicators—in effect.

Rule 10.2 Following Switches Not Equipped with Electric Locks
MP 97.04—Pomona
MP 97.78—Pomona

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 124.2 (WWD only)—Recall Code 598
- B. Other TWD locations
MP 19.5—Recall Code 588
MP 49.6—Recall Code 238
MP 79.8—Recall Code 498
MP 99.1 (DED/Exception Reporting Only)
MP 106.5 (DED/Exception Reporting Only)
MP 110.2 (DED/Exception Reporting Only)
MP 116.4 (DED/Exception Reporting Only)
MP 124.2 (DED/Exception Reporting Only) EWD only
- C. Other detectors
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 106.5 (Slide fence detector MP 106.5 to MP 107.3)

6. FRA Excepted Track

All yard tracks at the following locations:
Kennewick, Gibbon, Prosser, Mabton, Toppenish, Parker, Yakima except Track 101 (including UPRR Yard), H St. Line (Boise cascade Lumber Spur) at Yakima, Vista, Badger, Pomona, Wymer, Thrall, Ellensburg except siding extension, Moxee line between MP 0.0 and MP 1.5 (all tracks), and Naches Line between MP 0.0 and MP 3.0 (all tracks).

7. Special Conditions
Between SP&S Jct. and Ellensburg

Trains operating on this subdivision must notify the dispatcher by radio of their arrival and departure times at the following locations: Kennewick, Yakima, and Ellensburg.

Trains departing Pasco westward on this subdivision must have in their possession at the time of departure a track warrant that provides main track authority for movement beyond Kennewick.

Vista—All trains arriving at Pasco from the Yakima Subdivision will use BNSF Radio Channel No. 70 to request a yard track from the Pasco operator and yardmaster. The request for a track at Pasco and permission to enter the yard at Pasco must be obtained prior to departing Vista.

Kennewick—Authorization for entry to Hanford Rail System: Access will be by possession of the switch key stored in the concrete compartment located north of the UP switch entering the Hanford track. Upon entry and at all times while operating on the Hanford track, the train crew must have this key in their possession. This will prevent more than one train at a time from operating on the track. When exiting, the key must be returned to the concrete compartment.

If the switch key is missing, it must be assumed that the track is occupied by another train. Do not attempt to enter the Hanford Rail System if the key is missing from the concrete compartment.

If any unsafe track conditions, signal malfunctions or other problems are observed or encountered by the train crew operating on the track, or if the switch key is missing, both the ICF Kaiser Hanford Railroad Operations and either the trainmaster at Yakima or the terminal trainmaster's office in Pasco will be notified immediately.

ICF Kaiser Hanford (ICF KH) Railroad Operations may be reached at (509) 376-6753 between 0630 and 1500 hours, Monday through Friday. After hours, the message number is (509) 376-7902.

Badger—The west siding switch has been removed.

Gibbon—Train crews picking up or setting out will not block the road crossing at this location. The first is a private dirt crossing located immediately west of the west switch. The second crossing is Hanson Road, which is located approximately 15 cars west of the east switch. The distance from the west dirt crossing to the crossover is 5745 feet. The distance between the west dirt crossing and Hanson Road is 9650 feet.

Toppenish—Interchange with Toppenish, Simcoe and Western Railroad (TSWR) will be on the TSWR track immediately west of the derail (TSWR side).

When switching LSI, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave., as the crossing signals are continuously activated.

Between Pomona and Thrall—Watch for falling rocks between MP 99 and MP 120.

At Pomona, when setting out bad order cars for repair from a westbound train, set cars to Dock Track No. 3 for repair truck access.

Wapato—Both sidings are out of service. The old Seneca track is out of service and the switch is spiked.

Yakima—In the east yard and UPRR Yard, a minimum of two hand brakes must be applied on the east end of all cuts of cars in yard tracks.

Close Clearance—At Yakima Precast and Western Materials; will not clear a person on the side of a car.

Diesel Shop Track 1 is out of service. Tracks 2 and 3 extend through the shop facility. Track 4 extends through the old PRC Shop. There is no clearance on Tracks 2, 3 and 4 through the buildings.

Do not pass the "No Admittance" sign located at the cement silo at Yakima Precast. Low overhead clearance will not clear a person on a high ladder.

On EY11, leave a minimum of two (2) car lengths of room between the derail on the west end and the west car.

The normal position of the switch leading to the siding extension at the east end of the yard is for the siding extension. The switch to the spur track leading off of this extension must be left lined and locked for the spur track when not in use to act as a derail for all yard tracks.

When not in use, the switch at Steiners located on the sand track must be lined for the sand track.

The normal position of the west main track switch in the east yard will be lined for the main line.

The dump track is out of service from the red flag east to the end of the track.

When switching industries off of the Hi Line, stop and wait for signals to activate before occupying the crossings.

Cars must not be left between the main track switch at Hanson Fruit and the road crossing at Haas on the Hanson Spur. Cars left in this area will not clear the Washington Street road crossing circuit and they shorten the approach to the road crossing on the main track at Washington St.

When switching or stopping on the main track between Yakima Ave. and "I" Street, flagging must be provided until the gates have completely lowered.

Yakima UPRR—The normal position of the switch on the old UPRR interchange track will be lined and locked for BNSF movement.

Yard tracks 302, 303, 305, 306 and 310 can be used from the east end only.

The track to Arctic Ice is out of service.

The following tracks have been retired: TOFC Pocket, Storage Tracks, YVT—west leg of the wye, Young Distributors, and Thrifty Supply.

Naches Line—The railroad crossing (Diamond) with the Yakima Trolley Association (formerly the YVT) must be protected with flagman prior to proceeding over diamond.

Moxee City Line—At Yakima, all trains, engines and on-track vehicles operating on the Moxee City main line, be prepared to stop and open gates that will be closed and locked across the track within the fenced compound of the Boise Cascade Corp. These gates will have a red stop sign prominently displayed against all main line movement. Gates are secured with BNSF switch locks and after they are opened, it must be ascertained that gates are properly secured in the open position before proceeding.

The two gates are located at MP 1.1 (8th St.) and MP 1.5 (I-82 overpass). If they are found open during business hours, they may be left open after passing. If they are closed and locked, they must be closed and locked behind.

Close Clearance—Both the saw and plywood side chip tracks will not clear a person on the side of a car.

Ineffective Crossing Protection—The following crossings have ineffective crossing protection:

- Yakima Ave. in Yakima—UPRR MP 98.2
- West "B" Street in Yakima—UPRR MP 98.4
- Lincoln Ave. in Yakima—UPRR MP 98.5
- Meade Ave. in Yakima on Track EY01 MP 88.2—Trains must stop until gates come down and then proceed.
- Donald Road MP 78.2 (siding only)
- McDonald Road MP 72.3 (EWD and WWD sidings only)
- Buena Way MP 71.4 (siding only, on the lead to the old White Swan Branch)

- Toppenish Ave. MP 71 (siding only, on the lead to the old White Swan Branch)
- 2nd Ave. MP 70.8 (siding only, on the lead to the old White Swan Branch)

Slide Fence Indicators—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 prescribed speed.

System Special Instructions Item 8(K) Slide Detectors applies.

High Load Detector—A high load/dragging equipment detector is in service at MP 124.2. Radio messages will be transmitted on BNSF Channel 1, Frequency 66 with Recall Code 598.

When a defect is detected, a radio message identifies the hi-wide load or dragging equipment by axle count after the train has passed through the circuit.

It will be the responsibility of the inbound crew to inspect and set out the oversize 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 car.

Automatic Equipment Identification Locations

Gibbon—MP 38.3

Test Mile Locations

MP 15 to MP 16
MP 82 to MP 83

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

- MP 3.0—Bridge
- MP 59.0 to MP 60.0
- MP 65.0—Bridge
- MP 76.0—Bridge
- MP 84.0—Bridge
- MP 85.0—Bridge
- MP 86.0 to MP 86.19
- MP 90.0 to MP 91.1
- MP 96.0 to MP 98.0
- MP 99.0 to MP 120.0
- MP 121.0—Bridge
- MP 123.0—Bridges
- MP 125.1—Bridge

8. **Line Segments**

Yard Line Segments

Line Segment Limits

- 446 Yakima to Moxee City
- 444 Yakima to Fruitvale
- 642 Yakima Yard

Road Line Segments

Line Segment Limits

- 48 SP&S Jct. to Ellensburg

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
64915 North Richland	18.7 west of Kennewick	Yard	Both
Naches Line			
65210 Blake, Moffit & Town	1.8 west of Yakima	8	West
65202 Jack Frost Fruit	2.4 west of Yakima	6	East
65203 Fruitvale	2.7 west of Yakima	7	Both
Moxee City Line			
65402 National Can	2.6 west of Yakima	8	West
65403 Terrace Heights	3.1 west of Yakima	19	Both
65404 Valley Junk Spur	3.7 west of Yakima	7	East
65409 Moxee City	8.7 west of Yakima	8	West
UPRR			
33496 Union Gap	4.1 east of Yakima		
33498 Yakima		Yard	

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

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

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

Speed Tables

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

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