

BNSF Safety Vision

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

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

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

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

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



Northwest Division

Timetable No. 3

IN EFFECT AT 0700
Pacific Continental Time
Wednesday April 26, 2006

Division General Manager

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

General Director Transportation

R.T. Bartoskewitz
Seattle, WA
(206) 625-6266



Division Managers

Bellingham

A. FRANCO, JR Roadmaster (360) 922-1401
T.L. NIES Trainmaster (360) 922-1477

Bend

P.H. HJERTSTEDT Trainmaster (541) 385-7530
P. TOLENTINO Roadmaster (541) 385-7539

Bingen

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

Bonner's Ferry

A.K. OLSON Roadmaster (208) 267-6813

Centralia

G.A. GOWER Signal Supervisor (360) 330-2525

Ellensburg

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

Everett

M.J. BABIK Trainmaster (425) 304-6699
B.T. BELL Terminal Trainmaster (425) 304-6635
T.W. CHILCOAT Signal Supervisor (425) 304-6687
J.W. ELLSTROM Superintendent Operations (425) 304-6680
S.A. GORDON Terminal Manager (425) 304-6646
R.D. HACKNEY Terminal Trainmaster (425) 304-6635
B.G. PARKS Terminal Trainmaster (425) 304-6635
B.C. REILLY Terminal Trainmaster (425) 304-6635
R.A. STAFFORD Terminal Trainmaster (425) 304-6635
J.L. STROP Roadmaster (425) 304-6690

Klamath Falls

J.J. AHO Trainmaster (541) 880-5630
R.G. SEARER Roadmaster (541) 880-5639

Longview

C.D. WRIGHT Roadmaster (360) 578-2360
J.D. WRIGHT Mgr., Longview Sw. Co. (360) 578-2372

Longview Jct.

B.K. BROWN Trainmaster (360) 578-2366

New Westminster, BC

C. F. JONES Trainmaster (604) 520-5251
L. A. McCASIN Trainmaster (604) 520-5207

Pasco

W.C. ANGELOS Trainmaster (509) 546-3217
R.W. BARTHOLOMEW Road Foreman (509) 546-3391
M.L. BELL Terminal Trainmaster (509) 546-3270
B.G. GELLNER Terminal Trainmaster (509) 546-3270
F.K. GIBSON Roadmaster (509) 546-3290
D.A. HAYNES Signal Supervisor (509) 546-3278
G.L. HEIN Terminal Superintendent (509) 546-3252
J.T. LABBERTON Terminal Manager (509) 546-3219
L.R. LUNCEFORD Terminal Trainmaster (509) 546-3270
D. MARTIN Signal Supervisor (509) 546-3246
S.L. SWEETWOOD Terminal Trainmaster (509) 546-3270
S.W. WEBB Terminal Trainmaster (509) 546-3270

Quincy

G.E. MIRTS Road Foreman (209) 460-6402

Seattle

J.M. ABBY Manager Signals (206) 625-6231
J. ALBINGER Mgr., Commuter Oper. (206) 625-6091
R. BOYCE Division Engineer (206) 625-6339
A.C. COBBLE Terminal Trainmaster (206) 625-6391
T.L. DOWLING Terminal Trainmaster (206) 272-3743
D.T. FERGUSON Road Foreman (206) 272-3770
J.B. GARRELS Terminal Trainmaster (206) 625-6056
S.T. GRACHAN Terminal Trainmaster (206) 272-3743
K.R. IVERSON Director Administration (206) 625-6275
R.C. JACOBSEN Supt. Commuter Oper. (206) 625-6079
G.A. JACOBSON Division Engineer (206) 625-6363

Seattle (continued)

D.E. KAUTZMANN Road Foreman (206) 272-3620
Asst. Terminal Supt. (206) 272-3663
R.J. MASON Terminal Trainmaster (206) 272-3743
S.B. PIERCE Terminal Manager (206) 272-3735
R.B. ROPER B&B Supervisor (206) 625-6295
T.N. ROWLEY Terminal Superintendent (206) 272-3719
E.G. SENCENBAUGH Terminal Trainmaster (206) 272-3743
J.A. STEVENSON General Road Foreman (206) 625-6414
A.W. STOKES Safety Manager (206) 625-6364
G.H. TOBOSA Terminal Trainmaster (206) 625-6391
J.H. WILLIAMS Terminal Trainmaster (206) 272-3743
E.J. WHITE Roadmaster (206) 625-6462

Spokane

K.J. ABEYTA Roadmaster (509) 536-2205
K.A. BEALER Terminal Trainmaster (509) 536-2492
D.W. BLACK Terminal Trainmaster (509) 536-2492
E.A. BOUNOUS Division Engineer (509) 536-2252
S.A. BURKHART Terminal Trainmaster (509) 536-2492
R.D. CARTWRIGHT Road Foreman (509) 536-2526
J.L. CHICKS Roadmaster (509) 536-2235
C.A. CHRIST Roadmaster (509) 536-2306
J.M. DEIBLER Terminal Trainmaster (509) 536-2492
P.G. GRAY Terminal Trainmaster (509) 536-2492
J.L. HOLTEN Manager Signals (509) 536-2507
D.W. KARLS Trainmaster (509) 536-6925
B.J. McCLELLAN Terminal Trainmaster (509) 536-2492
M.B. MYDLAND-DUNCAN Trainmaster (509) 536-2615
J.A. PINO Terminal Trainmaster (509) 536-2492
J.L. POTESIO Asst. Roadmaster (509) 536-2480
R.H. PRICE Terminal Trainmaster (509) 536-2492
T.C. SIMMONS Terminal Manager (509) 536-2613
M.M. TIMBERMAN Terminal Superintendent (509) 536-2224
J.B. WHITACRE Mgr. Fueling Facility (208) 687-4668

Tacoma

A. BOLDRA Terminal Manager (253) 591-2557
J.D. COX Terminal Trainmaster (253) 591-2556
K.A. ESTERBY Terminal Trainmaster (253) 591-2556
K.A. EVANS Terminal Trainmaster (253) 591-2556
S. KIPPERBERG B&B Supervisor (253) 591-2643
W.G. LONNGREN Roadmaster (253) 591-2563
J.R. NELSON Terminal Trainmaster (253) 591-2556
..... Terminal Trainmaster (253) 591-2556

Vancouver

C.D. DELARGY Terminal Trainmaster (360) 418-6331
B.D. ELLER Terminal Trainmaster (360) 418-6331
G.L. GRAGG Road Foreman (360) 418-6286
C.M. JAMES Terminal Trainmaster (360) 418-6331
K. KECK Terminal Trainmaster (360) 418-6331
T.L. KEENE Terminal Manager (360) 418-6429
T.W. KOERTING Division Engineer (360) 418-6415
B.W. LYTLE Terminal Trainmaster (360) 418-6331
D.P. MANSON Terminal Trainmaster (360) 418-6331
S.R. MATZDORFF Road Foreman (360) 418-6222
D.L. MESFORD Mgr. Roadway Planning (360) 418-6297
K.B. MOREHEAD Roadmaster (360) 418-6324
D.S. NESS Terminal Superintendent ... (360) 418-6377
A.D. REDFORD Signal Supervisor (360) 418-6312
J.L. RIPPLINGER Asst. Roadmaster (360) 418-6481
B.C. RUNNING Terminal Trainmaster (360) 418-6331
M.R. WHITE Supt. Operations (360) 418-6321

Wenatchee

G.R. BELL Road Foreman (509) 664-2248
J.Z. LI Signal Supervisor (509) 664-2267
J.S. SOLOMOU Terminal Manager (509) 664-2246

Wishram

G.A. FILCHER Trainmaster (509) 748-3203

Yakima

G.A. FILCHER Trainmaster (509) 546-3306

| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Bellingham Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ NORTHWARD ↑ |
|----------------|-------------------------|--------------|--------------|--|----------|---------------|--------------|--------------------|------------------|
| | | | | | | | | | |
| | | | 119.6 | USA CANADA BORDER | Y | ABS OCS | 50 | 0.3 | |
| | 6,060 | 15088 | 119.3 | BLAINE | BY | | | 2.4 | |
| | 8,588 | | 116.4 | SWIFT | | | | 4.3 | |
| | | 15081 | 112.1 | INTALCO | JT | CTC | | 5.9 | |
| | 8,478 | 15075 | 106.3 | FERNDAL | | | | 9.0 | |
| | | 15067 | 97.0 | BELLINGHAM | BY | | | 3.2 | |
| | 6,347 | 15062 | 92.9 | SOUTH BELLINGHAM | Y | ABS OCS | | 13.4 | |
| | 8,884 | 15049 | 79.7 | BOW | | | | 7.4 | |
| | 4,635 | 15042 | 71.9 | BURLINGTON to Fidalgo 12.4 | J | | | 3.9 | |
| | 6,075 | 15038 | 66.8 | MT. VERNON | B | CTC | | 12.4 | |
| | 6,381 | 15025 | 55.5 | STANWOOD | | | | 9.7 | |
| | 10,680 | 15016 | 45.5 | ENGLISH | | | | 3.6 | |
| | | 15012 | 42.2 | KRUSE JCT. to Arlington 6.9 | | | | 3.4 | |
| | 2,557 | 15009 | 38.8 | MARYSVILLE | | | | 2.7 | |
| | | | 37.0 10.9 | DELTA JCT. | BMTY | ABS | | 408 | 1.8 |
| | | 15005 | 9.1 | DELTA | Y | | 407 | 1.9 | |
| | | 02165 | 0.0 | PA JCT. | JY | | 407 | 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 Channel 66 and Seattle North Branch Channel 76. 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 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Number—8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--|-----------|---------|
| MP 119.6 to MP 37.0 | 79 MPH. | 60 MPH. |
| MP 10.9 to MP 0.0 | 35 MPH. | 15 MPH. |
| Amtrak Talgo Trains | 50 MPH. | |
| MP 8.10 to MP 8.20 | 35 MPH. | 25 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. | 60 MPH. |
| MP 108.7 to MP 108.3 | 70 MPH. | 50 MPH. |
| MP 108.3 to MP 106.2 | 79 MPH. | 60 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 97.1 | 45 MPH. | 35 MPH. |
| MP 97.1 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. |

| | Passenger | Freight |
|--------------------------|-----------|---------|
| MP 82.5 to MP 76.7 | 79 MPH. | 60 MPH. |
| MP 76.7 to MP 76.5 | 60 MPH. | 55 MPH. |
| MP 76.5 to MP 74.8 | 79 MPH. | 55 MPH. |
| MP 74.8 to MP 74.5 | 45 MPH. | 40 MPH. |
| MP 74.5 to MP 70.4 | 79 MPH. | 60 MPH. |
| MP 70.4 to MP 67.9 | 50 MPH. | 45 MPH. |
| MP 67.9 to MP 51.0 | 79 MPH. | 60 MPH. |
| MP 51.0 to MP 49.5 | 65 MPH. | 55 MPH. |
| MP 49.5 to MP 48.9 | 60 MPH. | 50 MPH. |
| MP 48.9 to MP 47.9 | 70 MPH. | 60 MPH. |
| MP 47.9 to MP 41.0 | 79 MPH. | 60 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. |

Amtrak Talgo Train Maximum Speeds Passenger

| | |
|----------------------------|---------|
| MP 119.6 to MP 118.2 | 50 MPH. |
| MP 118.2 to MP 106.2 | 79 MPH. |
| MP 106.2 to MP 105.8 | 45 MPH. |
| MP 105.8 to MP 103.4 | 79 MPH. |
| MP 103.4 to MP 101.1 | 60 MPH. |
| MP 101.1 to MP 100.2 | 45 MPH. |
| MP 100.2 to MP 97.1 | 50 MPH. |
| MP 97.1 to MP 96.7 | 20 MPH. |
| MP 96.7 to MP 93.6 | 40 MPH. |
| MP 93.6 to MP 90.5 | 40 MPH. |
| MP 90.5 to MP 88.3 | 45 MPH. |
| MP 88.3 to MP 87.2 | 40 MPH. |
| MP 87.2 to MP 85.1 | 45 MPH. |
| MP 85.1 to MP 82.5 | 40 MPH. |
| MP 82.5 to MP 76.7 | 79 MPH. |
| MP 76.7 to MP 76.5 | 67 MPH. |
| MP 76.5 to MP 74.8 | 79 MPH. |
| MP 74.8 to MP 74.5 | 50 MPH. |
| MP 74.5 to MP 70.4 | 79 MPH. |
| MP 70.4 to MP 67.9 | 50 MPH. |
| MP 67.9 to MP 51.0 | 79 MPH. |
| MP 51.0 to MP 49.5 | 70 MPH. |
| MP 49.5 to MP 48.9 | 67 MPH. |
| MP 48.9 to MP 41.0 | 79 MPH. |
| MP 41.0 to MP 38.7 | 50 MPH. |
| MP 38.7 to MP 37.7 | 30 MPH. |
| MP 37.7 to MP 37.2 | 40 MPH. |
| MP 37.2 to MP 37.0 | 10 MPH. |
| MP 10.9 to MP 10.7 | 10 MPH. |
| MP 10.7 to MP 8.2 | 42 MPH. |
| MP 8.2 to MP 8.1 | 25 MPH. |
| MP 8.1 to MP 7.9 | 35 MPH. |
| MP 0.8 to MP 0.0 | 30 MPH. |

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

| | | |
|---|---------|---------|
| Swift, Ferndale, Bow, and English | 30 MPH. | 30 MPH. |
| Mt. Vernon | 20 MPH. | 20 MPH. |

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

1(D). Speed—Other

| | | |
|--|---------|---------|
| Sidings: Swift, Ferndale, Bow, and English | 30 MPH. | 30 MPH. |
| Siding: Mt. Vernon | 20 MPH. | 20 MPH. |
| All other sidings | 10 MPH. | 10 MPH. |
| Through turnout on G.P. Pulp Switch Track # 3302 | | 5 MPH. |
| Bridges 105.8, 99.1, cars heavier than 138 tons. | 25 MPH. | 25 MPH. |

Temperature Restrictions

When Ambient temperature exceeds 85 degrees Fahrenheit, maximum speeds for trains are 60 MPH passenger, 50 MPH freight. In addition, trains exceeding 100 TOB must not exceed 35 MPH.

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

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

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 143 tons, Restriction D

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 two 4 axle locomotives 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:

MP 116.8 to MP 98.7

MP 93.5 to MP 37.0

ABS—in effect:

MP 119.6 to MP 116.8

MP 98.7 to MP 93.5

MP 10.5 to MP 0.0

Rule 9.15—in effect:

Bridge 37 and Delta Jct

Yard Limits—in effect:

MP 119.6 to MP 116.8

MP 98.7 to MP 93.5

MP 10.5 to MP 0.0

Occupancy Control System—in effect:

MP 119.6 to MP 116.8

MP 98.7 to MP 93.5

Trains and engines may occupy the main track with verbal OCS permission. See System Special Instructions, Item 14, Rule 18.0 Occupancy Control System (OCS).

Interlockings and Drawbridges 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. After the inspection has been completed, the inspector will notify the control operator. When the control operator has given authority to proceed, Train must proceed per GCOR Rule 6.27.

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

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

Drawbridges 37.8, 38.3—Maintenance of Way employees must obtain authority to occupy manual interlockings from the Train Dispatcher.

4. General Code of Operating Rules Items

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

Rule 6.28—The following areas are industrial tracks and Rule 6.28 is in effect:

- Delta Jct., Bayside, to Everett Jct.
- Sea Line Jct. to Lowell MP 6.4
- Delta Jct., Delta to GN Jct.
- Kruse Jct. MP 0.0X to Arlington MP 6.9X
- Burlington MP 16.6Z to Fidalgo MP 4.2Z

Rule 7.7—Dropping cars is permitted Bellingham Yard Track 3707 to Waterfront Tracks.

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 Skagit 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 USA/Canada border or Delta Jct. Trains originating in Canada must receive track warrant prior to departure from New Westminster.

5. Trackside Warning Detectors (TWD)**A. Protecting bridges, tunnels or other structures**

MP 46.2—DED—NWD—Recall Code 408

MP 55.2—DED—SWD—Recall Code 387

MP 67.4—DED—NWD—Recall Code 407

MP 74.6—DED—SWD—Recall Code 389

B. Other TWD locations

MP 40.7—DED—Recall Code 378—Exception Reporting

MP 46.2—DED—SWD—Recall Code 408

MP 55.2—DED—NWD—Recall Code 387

MP 58.9—Recall Code 388

MP 67.4—DED—SWD—Recall Code 407

MP 74.6—DED—NWD—Recall Code 389

MP 81.9—Recall Code 398

MP 95.1—Recall Code 397

MP 110.5—Recall Code 418

6. FRA Excepted Track

Everett—Track 316 (Scale Track) Bayside

Track 1414 Delta, Tracks 1901-1912 (Rip Track/ Roundhouse), Tracks 1921-1922 (WFE).

MP 0.0X Kruse Jct. to MP 6.9X 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

Blaine - White Rock—Trains will not pass USA Canada Border without permission of Customs and Immigration inspectors. Effective December 31, 2006 anyone entering the US from Canada via air or water must have a passport. Effective December 31, 2007 anyone entering the US from Canada by land must have a passport.

Blaine and Swift—US and Canadian Customs are inspecting both Northbound and Southbound box car equipment for unauthorized or illegal passengers. Any box car equipment with doors opened or partially opened, or closed but not sealed will have to be inspected. BNSF has contracted Border Cargo Services (BCS) of Blaine, Washington to open and close equipment for Customs. BCS will inspect both sides of train looking for unauthorized or illegal passengers and will close and seal car doors. BCS will perform these inspections at Swift. Trains will be inspected on main or siding at Swift. BCS will notify the North Branch Dispatcher that they will be working on the train and ask for blocking to be provided. Dispatcher will block track and record information. Dispatcher will respond to BCS that the siding or main has been blocked and BCS will then Blue Flag both ends of train along with Blue Light on the engineer's control stand. Once inspection is complete, Blue Flags and Blue Light will be removed and BCS will notify the North Branch Dispatcher time blue flags were removed and train is released.

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

1. Northward Trains will call the New Westminster RTC dispatcher, and have the Daily Operating Bulletins faxed to them at Seattle, Swift or Everett, at Delta Yard.
2. Northward Trains, at initial on duty point, the Conductor will obtain, complete, and fax the Canada Customs Rail Crew Report to the clerks at Swift before departure. Fax number is 888-800-5539.
3. When a Northbound is ready to depart Swift the Conductor will contact the New Westminster RTC and obtain a Warrant for Main Track Authority.
4. Northward Trains when ready to depart Swift, will contact Clerks at Swift, and obtain instructions on proceeding through VACIS system.
5. Southward trains will call Swift and obtain permission to proceed from USA/Canada border to Swift for inspection and instructions on proceeding through VACIS system.
6. 5 MPH is required through the VACIS inspection system. The Vehicle and Cargo Inspection System, [VACIS], is in service at Swift, MP116.85. This is an x-ray machine used to inspect unoccupied rail equipment and cargo; it is operated by the United States Custom Service. Information regarding health hazards, and exposure levels, can be obtained from the BNSF clerks at Swift.

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

Bellingham—All trains approaching "F" Street crossing on track 3704, 3705 or 3701 must stop at the stop sign and wait for the crossing to activate and the gates to assume the fully lowered position before entering the crossing. Due to the intertie with the traffic signals, there is a 10 second delay of crossing activation after the approach is occupied.

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

Burlington—If Burlington South is at Stop (Rule 9.1.15) the approach signal (74.6) to Burlington North, MP 72.4, will be yellow (Rule 9.1.8) and Burlington North will be yellow (Rule 9.1.8) for southbound trains.

At Burlington South MP 69.9, a second northbound head is added and displays a red over lunar (Rule 9.1.13) and a red over red (9.1.15) aspect.

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

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

Edgecomb—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.

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

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

Delta Yard—The Kimberly Clark Log Dump Track 503 has close clearance on the south side of the track at loading ramp.

Close Clearance—May exist on all auxiliary tracks.

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

EXCEPTION: Rabanco containers 48 feet long, 9 feet high, gray in color, number series RABU 480291 through 480848, RABU 482331 and RABU 482530 may be double stacked.

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)
Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

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

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

Remote Control Operations—Remote Control

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

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

8. Line Segments**Yard Line Segments****Line Segment Limits**

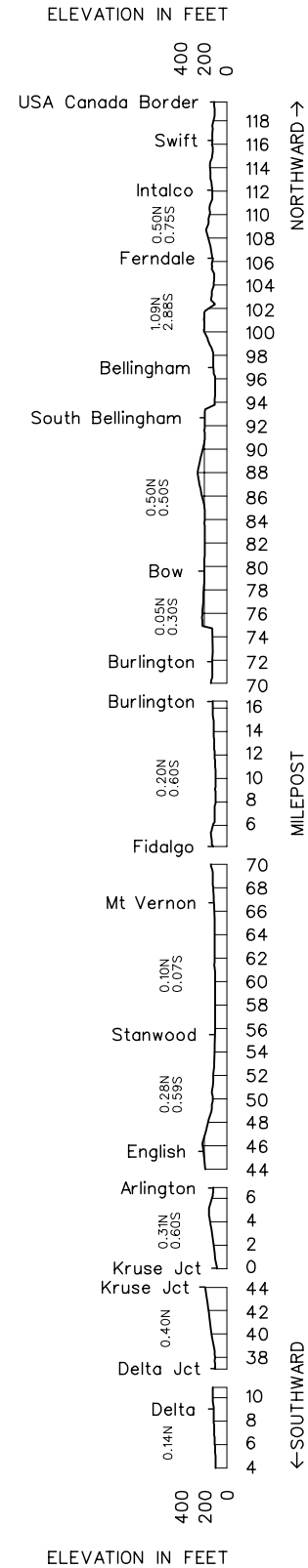
603 Bellingham
 616 Bellingham Yard
 and Runaround
 399 Bellingham Ex-Milw. trackage to
 MP 4.9
 604 Bayside Yard
 605 Delta Yard
 50 Everett Jct.
 Bayside/Delta Jct. .. MP 32.1 to MP 37.1

Road Line Segments**Line Segment Limits****Mileposts**

429 Stanwood—Twin City Food Spur.. 0.0 to 2.4
 50 USA Canada Border to Delta Jct.
 409 Burlington to Fidalgo
 406 Arlington to Kruse Jct.
 408 Delta Jct. to 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 | 8 | South |
| 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 | 10 | Both |
| 66210 Whitmarsh (on Spur) | 10.2 west of Burlington | 10 | Both |
| 66212 Fidalgo (on Spur) | 12.4 west of Burlington | 24 | Both |
| Bayside | 2.4 south of Delta Jct. | Yard | Both |

10. Grade Chart

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Burbank Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ | |
|---------------|---|-----------------|--------------|---|--|-------------|---------------------|-----------------|-----------------------------|---------------|--|
| | | 64869 | 65.3 | RIPARIA | | TY | | | 74.1 | | |
| | BETWEEN RIPARIA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN. | | | | | | | | | | |
| | | 64106 | 5.7 | VILLARD JCT. | | J | Rule 6.28 | 450 | 2.1 | | |
| | | 64104 | 4.0 | BURBANK | | | | | 1.2 | | |
| | | 12142 | 2.7 | AINSWORTH JCT. | | | | 47 | 77.4 | | |

Radio Channel No. 89 in service.

Pasco Control Operator

(509) 546-3244, Fax (509) 546-3318

Emergency Train Dispatcher—Call 911

UPRR Dispatcher Phone Numbers:

402-636-1710 - Weekdays

402-636-1709 - Weekends

1. Speed Regulations

1(A). Speed—Maximum

MP 5.7 to MP 2.7 **Freight** 20 MPH.

1(B). Speed—Permanent Restrictions

MP 3.0 to MP 2.7 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

Villard Jct. to Pasco 143 tons, Restriction D

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

3. Type of Operation

Interlockings and Drawbridges Not Indicated at Station

The following instructions apply at the Snake River Bridge 3 Drawspan automatic interlocking:

Trains, hy-rail inspection vehicles, or motor cars must not enter the 75-foot approach circuits to the drawspan, nor may the bridge be lowered by maintenance personnel until permission is obtained from the Pasco Control Operator. Permission must not be requested until the movement is ready to occupy the bridge.

After train crews obtain permission, they will:

1. Occupy the 75-foot approach circuit with the lead engine for twelve (12) minutes.
2. When the bridge lowers and the absolute signal aspect indicates proceed, they may cross the bridge.
3. Notify the Pasco Control Operator when the caboose, last car, or light engine is clear of the bridge.

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

After hy-rail vehicles, on-track machinery, and motor cars obtain permission they will open the case marked "M/W Case", and follow the instructions posted in the case.

4. General Code of Operating Rules Items

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

Rule 6.28—Rule 6.28 is in effect MP 5.7 to MP 2.7 and on the Martindale Industrial Lead at Ainsworth, MP 233.2 to End of Track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

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

7. Special Conditions

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

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

Ainsworth Jct.—The normal position of the Ainsworth Jct. switch is lined for East Pasco.

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Yard Line Segments

Line Segment Limits

471 Pasco Hump
630 Pasco
631 Pasco WFE
435 Riparia

Road Line Segments

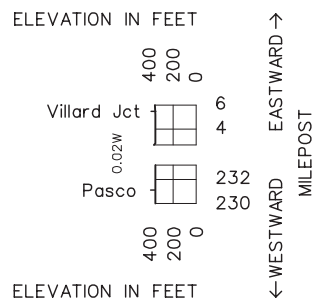
Line Segment Limits

450 Villard Jct. to Ainsworth Jct.
47 Ainsworth Jct. to Pasco

9. Locations Not Shown as Stations

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

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Cherry Point Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|----------------------------------|-----------------|--------------|--|--|-------------|---------------------|-----------------|-----------------------------|---------------|
| | | | | | | | | | | |
| | | 15081 | 1.8 | INTALCO | | JT | Rule 6.28 | | 3.3 | |
| | | 66604 | 5.1 | ARCO | | | TWC | | 0.8 | |
| | | 66606 | 5.9 | ELLIOTT | | | Rule 6.28 | 418 | 3.0 | |
| | | 66608 | 8.9 | CHERRY POINT | | | | | 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 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Number—8-234-1607**1. Speed Regulations****1(A). Speed—Maximum**

Freight

MP 1.8 to MP 5.1 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:

MP 1.8 to MP 5.1

4. General Code of Operating Rules Items

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

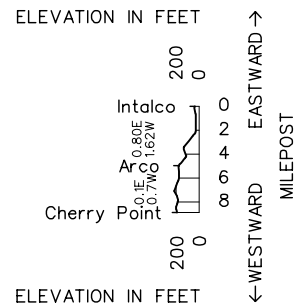
Rule 6.28—Rule 6.28 is in effect from MP 0.0 to MP 1.8 on both legs of the Intalco Wye and from MP 5.1 to MP 8.9.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments**Road Line Segments****Line Segments Limits**

418 Intalco to Cherry Point

9. Locations Not Shown as Stations—None**10. Grade Chart**

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

Radio Channel No. 66 in service.**UPRR Channel 42-42, UPRR Call-Up *16****Train Dispatcher Phone Numbers**

(817) 234-1609, Fax (817) 234-1610

UPRR dispatcher phone number:

402-636-1710 - Weekdays

402-636-1709 - Weekends

Emergency Train Dispatcher—Call 911 (Channel 76)**1. Speed Regulations****1(A). Speed—Maximum**

| | |
|-------------------------|---------------------------|
| MP 12.6 to MP 0.0 | Freight 10 MPH. |
|-------------------------|---------------------------|

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

On sidings 10 MPH.

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

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

Coeur d'Alene to Hauser Jct. 134 tons, Restriction G

Six-axle locomotives and derricks not permitted.

3. Type of Operation**TWC—in effect:**

Coeur d'Alene MP 12.6 to Hauser Jct MP 0.0

Trains and Maintenance of Way personnel operating between Coeur d'Alene MP 12.6 to Hauser Jct. MP 0.0 must receive track warrant from Boyer West dispatcher.

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 0.5 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track**

Coeur d'Alene MP 12.6 to Huettner MP 8.3

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

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

The L NWE8461 will be servicing both the UPRR and BNSF tracks at Stimson Lumber Mill. The crew of the L NWE8461 will coordinate this service with Stimson Lumber personnel. The base plan is to service both UP and BNSF sides of the mill on

Tuesdays and Thursdays and only the BNSF side on Mondays, Wednesdays, and Fridays. A Saturday Coeur d' Alene switch may be necessary to ensure adequate service during month-end peaks. The UP Industrial Lead to the Stimson Mill will be accessed at Gibbs and a caboose will be used only as an exterior riding platform to protect movement to the UP dock. The Stimson Mill phone number is 208-765-1414, fax 208-765-5045.

Post Falls—When serving Potlatch, inspect all loading dock doors to ensure that they are all the way up and in the clear prior to both entering and exiting with cars and/or locomotives. Uncouple and position cars to clear the interior overhead door, allowing 2 feet of space between the ends of the cars and the path of the overhead door. In addition, any BNSF personnel not involved in train service to the Potlatch facility must contact Potlatch personnel prior to performing any work on facility grounds (e.g. Carmen repairing cars, etc.).

Note: Only four 60 foot cars will fit inside the buildings: 3 cars in the south end and 1 car in the north. Take note of all signs within the Potlatch facility to help facilitate safety and the proper spotting of cars.

Gibbs—Do not use the flat track as a switching lead for the UP transfer track. Switch the UP transfer track from the west end.

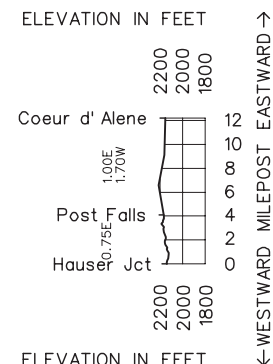
Hauser Jct.—When departing Hauser Jct. for Coeur d' Alene, a member of the train or engine crew will attempt to call the UPRR Dispatcher and advise that their train is departing Hauser Jct. for Coeur d' Alene and furnish the UPRR dispatcher with an estimated time of arrival at Grand Jct.

8. Line Segments**Road Line Segments****Line Segment Limits**

381 Coeur d'Alene to Hauser Jct.

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|----------------|--------------------------|---------------|--------------|
| 62626 Huettner | 7.7 east of Hauser Jct. | 40 | Both |
| 62629 Atlas | 8.4 east of Hauser Jct. | 30 | Both |
| 62630 Gibbs | 10.5 east of Hauser Jct. | 12 | Both |

10. Grade Chart

| Length of Siding (Feet) | Station Nos. | Mile Post | Columbia River Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|
| | 01878 | 1481.6 | LATAH JCT. | J | | | 7.8 |
| 7,442 | 01883 | 1489.8 | LYONS | | CTC | | 9.5 |
| 6,930 | 01893 | 1499.3 | ESPANOLA | | | | 12.2 |
| 7,532 | 01905 | 1510.8 | EDWALL | | | | 9.1 |
| | 01914 | 1520.2 | BLUESTEM | | | | 7.5 |
| | 01922 | 1527.7 | HARRINGTON | X | DT ABS | | 15.1 |
| | 01937 | 1542.9 | LAMONA | | | | 10.2 |
| 9,232 | 01947 | 1553.2 | ODESSA | | | 37 | 12.5 |
| 9,552 | 01959 | 1565.6 | GIBSON | | | | 10.4 |
| 8,794 | 01970 | 1577.0 | WILSON CREEK | | | | 13.1 |
| 10,794 | 01983 | 1588.6 | ADRIAN | | | | 10.0 |
| | 01993 | 1599.3 | EPHRATA | | CTC | | 5.1 |
| 10,360 | 01998 | 1603.8 | NAYLOR | | | | 11.2 |
| 10,398 | 02009 | 1615.5 | QUINCY | | | | 10.8 |
| 7,856 | 02020 | 1626.6 | TRINIDAD | | | | 9.3 |
| 8,154 | 02030 | 1635.0 | ALBUS | | | | 5.6 |
| | 02035 | 1640.1 | ROCK ISLAND | | | | 3.3 |
| 8,370 | 02038 | 1643.3 | MALAGA | | | | 6.9 |
| | 02044 | 1650.2 | WENATCHEE | BJY | ABS | | 169.6 |

Radio Channel No. 66 in service.

Radio Channel No. 70 in service (Wenatchee Yard)

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

Train Dispatcher Phone Numbers

(817) 234-1615, Fax (817) 234-1616
Monday through Friday 0700-1500 PST—(817) 234-1649,
Fax (817) 234-1616

1. Speed Regulations

1(A). Speed—Maximum

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

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

1(B). Speed—Permanent Restrictions

| | | |
|------------------------------|---------|---------|
| MP 1481.6 to MP 1483.3 | 30 MPH. | 30 MPH. |
| MP 1483.3 to MP 1488.6 | 55 MPH. | 45 MPH. |
| MP 1488.6 to MP 1489.2 | 40 MPH. | 35 MPH. |
| MP 1489.2 to MP 1490.4 | 70 MPH. | 50 MPH. |
| MP 1494.8 to MP 1498.0 | 65 MPH. | |
| MP 1508.8 to MP 1513.7 | 65 MPH. | |
| MP 1513.7 to MP 1516.8 | 55 MPH. | 50 MPH. |
| MP 1516.8 to MP 1520.5 | 50 MPH. | 50 MPH. |
| MP 1520.5 to MP 1522.7 | 45 MPH. | 40 MPH. |
| MP 1522.7 to MP 1526.7 | 60 MPH. | 50 MPH. |
| MP 1526.7 to MP 1529.0 | 50 MPH. | 45 MPH. |
| MP 1529.0 to MP 1541.8 | 60 MPH. | 50 MPH. |
| MP 1547.7 to MP 1555.2 | 65 MPH. | |
| MP 1555.2 to MP 1559.0 | 50 MPH. | 45 MPH. |

| | Passenger | Freight |
|------------------------------|-----------|---------|
| MP 1559.0 to MP 1570.9 | 70 MPH. | |
| MP 1570.9 to MP 1571.6 | 55 MPH. | 50 MPH. |
| MP 1571.6 to MP 1571.9 | 25 MPH. | 25 MPH. |
| MP 1571.9 to MP 1579.2 | 55 MPH. | 50 MPH. |
| MP 1579.2 to MP 1587.4 | 70 MPH. | |
| MP 1587.4 to MP 1589.2 | 55 MPH. | 50 MPH. |
| MP 1589.2 to MP 1598.2 | 70 MPH. | |
| MP 1598.2 to MP 1602.8 | 65 MPH. | |
| MP 1614.5 to MP 1615.1 | 65 MPH. | |
| MP 1615.1 to MP 1616.4 | 60 MPH. | |
| MP 1616.4 to MP 1620.0 | 65 MPH. | |
| MP 1620.0 to MP 1622.5 | 45 MPH. | 40 MPH. |
| MP 1622.5 to MP 1624.2 | 25 MPH. | 25 MPH. |
| MP 1624.2 to MP 1629.4 | 50 MPH. | 45 MPH. |
| MP 1629.4 to MP 1640.6 | 60 MPH. | 50 MPH. |
| MP 1640.6 to MP 1642.6 | 30 MPH. | 25 MPH. |
| MP 1642.6 to MP 1646.5 | 65 MPH. | 50 MPH. |
| MP 1646.5 to MP 1649.6 | 45 MPH. | 40 MPH. |
| MP 1649.6 to MP 1650.2 | 35 MPH. | 35 MPH. |

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

| | | |
|--|---------|---------|
| Trinidad | 30 MPH. | 25 MPH. |
| Lyons, Espanola, Edwall, Odessa, Gibson, Wilson Creek, Adrian, Naylor, Quincy, Albus, and Malaga | 35 MPH. | 35 MPH. |
| End of double track Lamona and Bluestem | 35 MPH. | 35 MPH. |
| Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed. | | |

| | Up to 100 TOB | Over 100 TOB |
|---|---------------|--------------|
| Engines of freight trains passing signals: | | |
| Westward signal between Bluestem and Lamona No. 1539.9 | 50 MPH. | 40 MPH. |
| Westward signal between Ephrata and Naylor No. 1601.1 | 55 MPH. | 45 MPH. |
| Westward absolute signal West Trinidad MP 1627.0 | 40 MPH. | |
| Westward signal between Trinidad and Albus No. 1629.9 | 40 MPH. | |
| Westward absolute signal Wenatchee at MP 1646.7 | 30 MPH. | |
| Eastward signal Wenatchee No. 1649.4 | 30 MPH. | |

1(D). Speed—Other

| | | |
|--|---------|---------|
| On sidings at the following locations: | | |
| Lyons, Espanola, Edwall, Odessa, Gibson, Wilson Creek, Adrian, Naylor, Quincy, Albus, and Malaga | 35 MPH. | 35 MPH. |
| Trinidad | 30 MPH. | 25 MPH. |

Temperature Restrictions

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Latah Jct. to Wenatchee 143 tons, Restriction B

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

Geiger Spur
Ephrata Air Base Spur
Harrington Fertilizer Tracks
At Quincy, Del Monte, Celite and Lamb Weston Spur Track

3. Type of Operation**CTC**—in effect:

MP 1481.6 to MP 1520.6

MP 1541.6 to MP 1646.7

ABS—in effect:

MP 1520.6 to MP 1541.6

MP 1646.7 to MP 1650.2

Double Track—in effect:

MP 1520.6 to MP 1541.6

Rule 9.14 and 9.15—in effect:

MP 1520.6 to MP 1541.6

Trains moving westward on Main 1 or eastward on Main 2 will not require track permit authority.

Yard Limits—in effect:

MP 1646.7 to MP 1650.2

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

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles. When operating against the current of traffic between Bluestem and Lamona, the distance will be 1.5 miles.

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

5. Tracksides Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 1622.2—DED—WWD only

MP 1624.2—DED

MP 1638.1—DED—WWD only

B. Other TWD locations

MP 1495.9—Recall Code 198

MP 1519.3—Recall Code 208

MP 1543.2—Recall Code 218

MP 1555.8—Recall Code 248

MP 1580.2—Recall Code 258

MP 1607.9—Recall Code 268

MP 1622.2—DED—EWD only

MP 1633.6—Recall Code 518

MP 1638.1—DED—EWD only—Recall Code 277

MP 1644.6—DED/Exception Reporting

6. FRA Excepted Track

Alcoa Spur and Geiger Spur—No explosives or hazardous chemicals may be shipped through Fairchild Air Force Base. See GCOR Rule 6.12.

7. Special Conditions

Edwall—If any indication of ammonia is detected, including, but not limited to, odor, fumes, unusual venting, or verbal warning, leave the potential exposure area immediately. Do not resume service to the industry until there is indication that the air is clear. An employee who detects ammonia must leave the area and immediately warn other crew members to not enter the area where the ammonia is indicated.

Harrington—When service is anticipated, train crew is to notify Western Farm Services of anticipated arrival. Calling prior to arrival will allow the customer to prepare the facility for switch service and possibly reduce crew members walking through customer property. For contact call (509) 253-4311. Call is to be made 45 minutes prior to anticipated arrival.

Train Makeup Instructions—Eastward trains handling dimensional Boeing cars behind the double stacks are permitted to handle those Boeing cars through to Spokane without switching to the headend.

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

MP 1482.3 to MP 1484.5—1% ascending

MP 1486.8 to MP 1489.9—1% ascending

MP 1594.6 to MP 1596.2—1% ascending

MP 1623.5 to MP 1632.5—1.04% descending

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

Recommended Roll-By Inspection Locations—

Espanola—Inspection only from the north side. Daylight ..

inspections performed at the location of the overhead power transmission lines at MP 1499.0.

Lamona—From the crossing located 400 feet east of the signal.

Odessa West—Near the crossing.

Gibson West & East—For trains in the siding, conduct inspection from the side furthest away from the main line.

Wilson Creek East—At the highway grade crossing.

Wilson Creek West—Stop train 400 to 500 feet from the signal; inspect from the north side.

Adrian West—At the grade crossing. Westbound trains in the siding, use a spot 500 to 600 feet east of the signal.

Albus East—At the grade crossing.

Malaga East—On the south side, 500 feet west of the signal.

Test Mile Locations

MP 1497.0 to MP 1498.0

MP 1612.0 to MP 1613.0

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

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

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

MP 1511.4 to MP 1512.4

MP 1503.0 to MP 1504.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

656 Apple Yard

Road Line Segments**Line Segment Limits**

37 Latah Jct. to Wenatchee

| Length of Siding (Feet) | Station Nos. | Mile Post | Fallbridge Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|
| | 12148 | 229.7 | SP&S JCT | MJY | ABS | | 1.2 |
| 7,932 | 12147 | 228.5 | HOVER | | | | 4.6 |
| | 12151 | 223.9 | FINLEY | | | | 8.1 |
| 9,352 | 12159 | 215.8 | YELLEPIT | | | | 12.5 |
| 7,015 | 12172 | 203.3 | BERRIAN | | | | 11.3 |
| 9,351 | 12183 | 192.0 | PLYMOUTH | | CTC | | 12.2 |
| 7,052 | 12195 | 179.8 | PATERSON | | | | 9.4 |
| 9,128 | 12205 | 170.4 | WHITCOMB | | | | 12.7 |
| 7,103 | 12218 | 157.7 | McCREIDIE | | | | 9.9 |
| 8,459 | 12228 | 147.8 | ROOSEVELT | | | | 11.9 |
| 7,099 | 12240 | 135.9 | BATES | | | | 10.9 |
| 9,136 | 12250 | 125.0 | TOWAL | | | | 11.8 |
| 7,092 | 12261 | 113.8 | MARYHILL | | | | 7.7 |
| | 12269 | 106.1 | WISHRAM | BJTX(2) | 2MT CTC | | 2.7 |
| | 12272 | 103.4 | AVERY | | | | 10.1 |
| 9,935 | 12282 | 93.3 | NORTH DALLES | | | 47 | 8.0 |
| | 12290 | 85.3 | LYLE | | | | 9.8 |
| 11,115 | 12299 | 75.5 | BINGEN | | CTC | | 10.1 |
| 9,888 | 12309 | 65.4 | COOKS | | | | 11.5 |
| 11,085 | 12321 | 53.9 | STEVENSON | | | | 11.1 |
| 9,958 | 12333 | 42.8 | SKAMANIA | | | | 13.9 |
| 9,910 | 12347 | 28.9 | WASHOUGAL | | | | 4.4 |
| | 12351 | 24.5 | CAMAS | | | | 10.0 |
| | 12361 | 14.5 | McLOUGHLIN | | | | 2.4 |
| | 12363 | 12.1 | EAVAN | X | | | 2.2 |
| | 12365 | 9.9 | VANCOUVER | BMJTX | | | 1.8 |
| | 12368 | 8.1 | N PORTLAND JCT | MJTX | | | 1.1 |
| | 12369 | 7.0 | EAST ST JOHNS | BJX | 2MT CTC | | 2.7 |
| | 12372 | 4.3 | WILLBRIDGE | BMJTX | | | 2.3 |
| | 12373 | 2.0 | LAKE YARD | TX | | | 2.0 |
| | 12375 | | PORTLAND | | | | |
| | 12374 | 0.0 | (Union Station) | BJX | | | 232.7 |

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

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

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

Train Dispatchers' Phone Numbers

SP&S Jct. to ESS Washougal—8-234-1617

Vancouver Terminal Dispatcher—8-234-6125

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|-------------------------------------|-----------|---------|
| MP 229.7 to MP 106.1 | 79 MPH. | 60 MPH. |
| MP 106.1 to MP 0.0 | 70 MPH. | 60 MPH. |
| MP 9.9 to MP 0.0 (Talgo only) | 79 MPH. | |

Exception to SSI Item 1. Speed Restrictions:

Trains consisting entirely of Loaded Double Stack Equipment may operate at 60 MPH. if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

| | Passenger | Freight |
|---|-----------|---------|
| MP 229.7 to MP 229.1 | 35 MPH. | 25 MPH. |
| MP 229.7 to MP 229.1 | 35 MPH. | 25 MPH. |
| MP 215.1 to MP 211.5 | 60 MPH. | 50 MPH. |
| MP 187.5 to MP 182.4 | 70 MPH. | 60 MPH. |
| MP 174.6 to MP 174.3 | 60 MPH. | 50 MPH. |
| MP 174.2 to MP 154.2 | 70 MPH. | 60 MPH. |
| MP 150.2 to MP 142.5 | 70 MPH. | 60 MPH. |
| MP 138.6 to MP 137.7 | 70 MPH. | 60 MPH. |
| MP 132.9 to MP 131.3 | 70 MPH. | 60 MPH. |
| MP 121.4 to MP 112.7 | 70 MPH. | 60 MPH. |
| MP 112.7 to MP 107.7 | 50 MPH. | 50 MPH. |
| MP 107.7 to MP 106.1 | 60 MPH. | 60 MPH. |
| MP 106.1 to MP 105.9 | 60 MPH. | 50 MPH. |
| MP 105.9 to MP 103.0, (Main 1) | 60 MPH. | 50 MPH. |
| MP 105.9 to MP 102.4, (Main 2) | 20 MPH. | 20 MPH. |
| MP 99.9 to MP 99.1 | 65 MPH. | 60 MPH. |
| MP 95.3 to MP 95.8 | 65 MPH. | 60 MPH. |
| MP 92.5 to MP 92.1 | 65 MPH. | 60 MPH. |
| MP 86.5 to MP 83.6 | 60 MPH. | 55 MPH. |
| MP 83.6 to MP 82.6 | 55 MPH. | 50 MPH. |
| MP 82.6 to MP 79.2 | 60 MPH. | 55 MPH. |
| MP 75.9 to MP 75.3 | 45 MPH. | 45 MPH. |
| MP 75.3 to MP 54.2 | 60 MPH. | 55 MPH. |
| MP 54.2 to MP 53.6 | 45 MPH. | 45 MPH. |
| MP 53.6 to MP 45.1 | 60 MPH. | 55 MPH. |
| MP 45.1 to MP 33.9 | 55 MPH. | 50 MPH. |
| MP 28.8 to MP 25.6 | 65 MPH. | 55 MPH. |
| MP 25.6 to MP 24.9 | 55 MPH. | 40 MPH. |
| MP 24.9 to MP 24.0 | 40 MPH. | 40 MPH. |
| MP 24.0 to MP 21.7 | 70 MPH. | 40 MPH. |
| MP 11.5 to MP 10.5 | 50 MPH. | 50 MPH. |
| MP 10.5 to MP 9.8, (Both Main Tracks) | 10 MPH. | 10 MPH. |
| MP 9.8 to MP 9.2 | 30 MPH. | 30 MPH. |
| MP 9.2 to MP 8.9 | 40 MPH. | 30 MPH. |
| MP 8.9 to MP 8.5 | 30 MPH. | 30 MPH. |
| MP 8.5 to MP 5.5 | 79 MPH. | 50 MPH. |
| MP 5.5 to MP 5.0 | 30 MPH. | 30 MPH. |
| MP 5.0 to MP 3.4 | 35 MPH. | 35 MPH. |
| MP 3.4 to MP 0.9 | 50 MPH. | 35 MPH. |
| MP 0.9 to MP 0.3 | 35 MPH. | 30 MPH. |
| MP 0.3 to MP 0.0 | 10 MPH. | 10 MPH. |

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

Talgo Train Speed Restrictions

| | |
|------------------------|---------|
| MP 9.8 to MP 9.2 | 30 MPH. |
| MP 9.2 to MP 8.9 | 40 MPH. |
| MP 8.9 to MP 8.5 | 30 MPH. |
| MP 8.5 to MP 5.5 | 79 MPH. |
| MP 5.5 to MP 5.0 | 30 MPH. |
| MP 5.0 to MP 3.0 | 50 MPH. |
| MP 3.0 to MP 1.5 | 70 MPH. |
| MP 1.5 to MP 0.9 | 50 MPH. |
| MP 0.9 to MP 0.3 | 35 MPH. |
| MP 0.3 to MP 0.0 | 10 MPH. |

1(C). Speed—Switches and Turnouts

| | | |
|---|---------|---------|
| Freight Main | 10 MPH. | 10 MPH. |
| On sidings and/or through dual control turnouts at the following locations: Hover | 25 MPH. | 25 MPH. |
| Except East Dual Control Turnout | 12 MPH. | 12 MPH. |
| Plymouth, Roosevelt, Skamania | 30 MPH. | 30 MPH. |
| Stevenson | 25 MPH. | 25 MPH. |
| North Dalles, Bingen, Cooks, Washougal, Yellepit, Berrian, Whitcomb, Paterson, Bates, Towal, McCredie, Maryhill | 35 MPH. | 35 MPH. |
| On other sidings | 10 MPH. | 10 MPH. |
| Bingen, MP 75.8, leaving siding WWD (HER) | 25 MPH. | 25 MPH. |
| Through dual control turnouts at the following locations: Pasco (MP 230.2), SP&S Jct., Wishram, Avery, Stevenson, and Eavan | 25 MPH. | 25 MPH. |
| Through dual control turnouts at McLoughlin Under 100 TOB | 45 MPH. | 45 MPH. |
| Over 100 TOB | 40 MPH. | 40 MPH. |

| | Passenger | Freight |
|--|-----------|---------|
| Through turnouts: | | |
| Vancouver Center, Vancouver Center to Yard Lead | 10 MPH. | 10 MPH. |
| Fallbridge Subdivision to former A-Line Subdivision | 10 MPH. | 10 MPH. |
| Through dual control turnouts: | | |
| Columbia River Bridge Interlocking to Fallbridge Subdivision | 10 MPH. | 10 MPH. |
| Willbridge Interlocking | 10 MPH. | 10 MPH. |
| North Portland Interlocking | 10 MPH. | 10 MPH. |
| East and West Crossover Switches MP 0.5 | 30 MPH. | 30 MPH. |

Trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:

MP 0.0 to MP 0.1
 MP 22.5 to MP 22.9
 MP 23.2 to MP 23.5
 MP 121.4 to MP 121.5
 MP 123.5 to MP 123.6

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

1(D). Speed—Other

| | | |
|---|---------|---------|
| MP 229.7 to MP 229.1 | | |
| Empty intermodal and unit trains only | 35 MPH. | 35 MPH. |
| Vancouver Middle Lead Track between 8th Street and Vancouver Center | 10 MPH. | 10 MPH. |
| On Willbridge Wye track | 10 MPH. | 10 MPH. |
| Portland on PTRR Co. tracks | 10 MPH. | 10 MPH. |
| Tunnels 1, 2, 10 and 11, Car Kind M3E | | 13 MPH. |
| Tunnels 8 & 9—CRLE 1997-1999 & BNSF 314000-314228 | | 13 MPH. |
| Tunnel 4—CRLE 1997-1999 & BNSF 314000-314228 | | 5 MPH. |

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

Hot Weather Speed Restrictions—When ambient (air) temperature is in one of the following ranges, the applicable restrictions will apply:

| Temperature Range | Freight Trains Up to 100 TOB | Freight Trains 100 TOB & Over | Passenger Trains |
|----------------------|------------------------------|-------------------------------|------------------|
| 90 to 109 degrees | Maximum 50 MPH. | Maximum 45 MPH. | Maximum 60 MPH. |
| 110 degrees and over | Maximum 45 MPH. | Maximum 40 MPH. | Maximum 60 MPH. |

Exception: The following location has been identified as a critical zone:

MP 0.0 to MP 53.9—Through the limit of this critical zone, when ambient (air) temperature is in one of the following ranges, the applicable further restriction will apply:

| Temperature Range | Freight Trains Up to 100 TOB | Freight Trains 100 TOB & Over | Passenger Trains |
|----------------------|---|---|---|
| 100 to 109 degrees | Maximum 45 MPH. | Maximum 40 MPH. | Maximum 60 MPH. |
| 110 degrees and over | Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH. | Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH. | Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH. |

Note: When complying with the above temperature restrictions, existing restrictions must be observed.

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:

- 40 MPH for trains exceeding 100 tons per operative brake

- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pasco to Portland 143 tons, Restriction B

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

Dallesport—Industrial Park

Bingen—Industry tracks

Hood—Flat track

Home Valley—Co-ply track

Port of Washougal Lead—Lead track

Camas—all tracks except: Old Pass, House Track, Portco Tracks, Columbia Business Park

Vancouver Yard—Caboose Track Lead and Caboose Tracks 1 and 2.

3032 through 3038—30 yard

3107 through 3116—Tesoro, Gen Chem, Boise, MTC

3166 through 3199—Port Loop trk, GATX, Com Plus, Food Express

3200 through 3267—Kotobuki, Deml, Steel Yd, NW Pak, Metro Metal

3400 through 3468—Frito, Prewood, Nalco

3503 through 3511—Pac Paper, Holnam, Albina, Boise Cascade

3552 through 3553—Asphalt Supply

3610 through 3634—Ship yard tracks

3723—Bower

3752 through 3770—Nutt trk, Back trk, Bemis, Texon, Suburban, Halser

3913 through 3918—Rail2, Motor Car Shop, Lmb1 & 2, Coa1 & 2

3962 through 3963—Store 1 & 2

3. Type of Operation

CTC—in effect:

MP 229.7 to MP 0.3

Multiple Main Tracks—in effect:

2 MT

MP 106.1 to MP 102.4

MP 14.9 to MP 0.3

Interlockings and Drawbridges not Indicated at Station

Columbia River Drawbridge MP 9.6—Manual Interlocking.

Maintenance of Way employees may occupy interlockings on track and time authority from train dispatcher AND verbal permission from bridgetender.

Oregon Slough Drawbridge MP 8.8—Manual Interlocking, normally unattended.

When a signal displays a Stop indication, after complying with GCOR Rule 9.12.2, the train will be governed as follows:

A crew member must precede the movement between the outer opposing absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derrails are in the non-derrailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed.

Maintenance of Way employees may occupy the interlocking on track and time authority from the train dispatcher. The bridgetender must not operate the bridge without talking to the

train dispatcher to determine if Maintenance of Way track and time authority is in effect.

Willamette River Drawbridge MP 5.1—Manual Interlocking.

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

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

4. General Code of Operating Rules Items

Rule 1.47—In addition to the requirements of General Code Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Bulletin(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all restrictions listed on the Track Bulletin(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date and his/her initials on the Track Bulletin(s).

Rule 6.17 and Rule 8.3—Trains departing Wishram, via the East Leg of the Wye, may leave this switch lined and locked in the reverse position. Advise Pasco West Dispatcher when clear of the Fallbridge Subdivision.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 19.8—Recall Code 508

MP 25.1—DED/Exception Reporting

MP 32.2—DED/Exception Reporting

MP 37.6—Recall Code 238

MP 43.5—DED/Exception Reporting

MP 48.4—Recall Code 808

MP 52.5—DED/Exception Reporting

MP 58.6—DED/Exception Reporting

MP 61.0—Recall Code 818

MP 66.0—DED/Exception Reporting

MP 68.8—DED/Exception Reporting

MP 70.7—Recall Code 798

MP 73.9—DED/Exception Reporting

MP 81.7—Recall Code 788

MP 87.3—DED/Exception Reporting

MP 96.1—DED/Exception Reporting

MP 100.0—Recall Code 768

MP 105.1—DED/Exception Reporting

MP 110.1—DED/Exception Reporting

MP 118.6—DED/Exception Reporting

MP 128.0—Recall Code 758 (No Train Speed)

MP 131.86—DED/Exception Reporting

MP 136.7—DED/Exception Reporting

MP 142.2—DED/Exception Reporting

MP 147.1—DED/Exception Reporting

MP 152.2—Recall Code 598

MP 177.2—Recall Code 738

MP 190.8—Recall Code 737

MP 207.8—Recall Code 718

6. FRA Excepted Track

Portland—

St. Helen's Road Lead, west of 12th St. Yard.

Run Tracks 3, 6 & 10, Columbia Business Park, Zone 2.

Lie Bye Lead, 12th Street Yard, from and including Switch 303, to and including Switch 306.

Bushnell Lead, off Lie Bye Lead, 12th Street Yard.

All tracks in Zones 3 and 4.

7. Special Conditions

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

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

When spotting an inbound train in RDC's yard, BNSF crew will position it so all rail equipment will be at least 150 feet inside the derail after moving the power to the west end of their inbound train and secure the train per Air Brake and Train Handling Rule 103.8. If RDC tracks are blue flagged, a member of the BNSF train crew will contact the RDC foreman for their removal, any spotting instructions, and inform the foreman when any cars left are properly secured.

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

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

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

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

Camas—When spotting cars of chlorine on the two chlorine spur tracks at the end of the Chlorine tracks, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the Chlorine spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: Chlorine spur, Converting spur, Mill spur and Warehouse spur No. 3.

When James River personnel are using the Chip Tracks to unload woodchips, they will lock both access switches with their lock. BNSF crews must contact the unloading crew using the following procedure:

- Call James River, Ext. 3631.
- Call James River rail crew on radio channel 66.
- Call Chip Screen Room operator, Ext 3663.
- Call Chip Screen Room operator on radio channel 66.
- Call James River tug, cellular phone 921-2376.
- Call James River tug on radio channel 66.

A mill phone is located in the crew room at the Camas Depot.

Vancouver—Lead connecting tracks NP02-NP07, including crossover between NP07-NP08, north end of NP yard, is out of service.

All locomotive movement in and out of the Vancouver Fueling Facility requires permission from Vancouver Yardmaster.

Normal position of Vancouver Fueling Facility switches are lined for Back Lead movement on the north end and lined for Track 16 on the south end. These switches must be returned to normal position after use.

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

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

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

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

To Operate:

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

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

East St. Johns—Do not leave engines or cars unattended on the Barnes Lead.

Hyundai Lead crossing signal activation procedures:

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

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

record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

The crossover switch from Main 2 to the East Pass at MP 7.0 at East St. Johns has been removed. At MP 6.1 at East St. Johns the switch was reversed to an Eastbound facing point move from Main 1 to the West Pass.

Willbridge Garbage Transfer Station crossing—At the North crossing entrance to the garbage transfer site near 61st Street and the Atochem Company, trains or engines must stop at the railroad stop sign before occupying the crossing. When a movement occupies the track circuit in approach to the Stop sign this starts the traffic signal preemption and places the traffic signals at stop for all possible moves across the crossing. When the traffic signals have been set to stop, a light on the top of the signal case in the Northwest quadrant will be illuminated to indicate to the train crew that the traffic signals are at stop and their move can be made across the crossing. If the light on the case fails to light, the train crew must observe that the traffic signals are all red and provide flag protection before occupying the crossing. Should the light on the case fail the signal department must be notified promptly. Refer to Rule 6.32.6, Blocking Public Crossings.

The South crossing will be protected by standard railroad crossing equipment. Speeds in approach to the crossing must not exceed 10 MPH.

Portland, Lake Yard, Willbridge—Cars spotted on city streets must be protected by two red lights on end of end cars.

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

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

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

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

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

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

Indicator lights are located adjacent to each switch key controller and will display the following traffic signal indications:
Red: Normal operation for traffic.

Green: Traffic signals are operating to provide crossing protection.

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

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

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

Close Clearance—May exist on all auxiliary tracks.

McCall Oil and Chemical—between Tracks 1102 and 1103.

Northwest Pack Spur—Close clearance to loading dock, do not ride cars past fouling point of this track.

Hoyt Street—All yard tracks out of service except tracks 0610 and 0612.

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

SP&S Main Yard—Account potential close clearance between tracks 4501 to 4518 in Vancouver SP&S Main yard, do not ride cars into these tracks when cars are on adjacent tracks.

Four fire hydrants adjacent to St. Helens Road between MP 3 and MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance signs not placed.

The following switching procedures will apply on tracks identified to have track centers of 13 feet or less:

When working around areas that have been identified having close clearance conditions, before fouling those areas all movements are to be stopped and all crew members accounted for before completing the switching move. Riding the side of cars is prohibited unless the adjacent track is known to be clear. It is the responsibility of each crew member to review close clearance locations within their area of work prior to the start of the work process.

The Following tracks have been identified to have track centers of 13 feet or less:

At Vancouver:

Between tracks 4504 and 4505

Between tracks 4507 and 4508

Between tracks 4509 and 4510

Between tracks 4511 and 4512

Between tracks 4512 and 4513

Between tracks 4513 and 4514

Between tracks 4514 and 4515

At Wishram:

Between tracks 6502 and 6503

Between tracks 6503 and 6504

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

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)
Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Exception: Due to radio congestion, transmission will not be made between MP 32.4 westward approach Washougal and MP 0.0.

Tunnel Locations

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

Locations having individually controlled crossover switches:

North Portland

Automatic Equipment Identification (AEI)—Located at: North Portland Jct., MP 9.0, McLoughlin MP 14.5.

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

Trains Destined For OT Subdivision—

Manifest/Intermodal Trains:

- With helpers/distributed power on rear - 9,500 tons

- With helpers/distributed power cut in - 12,000 tons

Loaded Unit Bulk Commodity Trains:

Same as above, except

- With helpers/distributed power cut in - 15,000 tons

Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

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

MP 133.65 to MP 133.75

MP 141.05 to MP 141.15

MP 146.95 to MP 147.05

MP 161.75 to MP 161.85

MP 167.85 to MP 167.95

MP 174.85 to MP 174.95

MP 190.55 to MP 190.65

MP 204.75 to MP 204.85

Roadrailer Equipment—Train total trailing tonnage must not exceed 3,000 tons.

Additional Restrictions Train Tonnage—Restriction

0 -1500 Tons—No Restrictions

Over 1500 Tons—No more than 1500 trailing tons behind any Roadrailer unit weighing 29 tons or less.

Note: A Roadrailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

8. Line Segments

Yard Line Segments

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

Road Line Segments

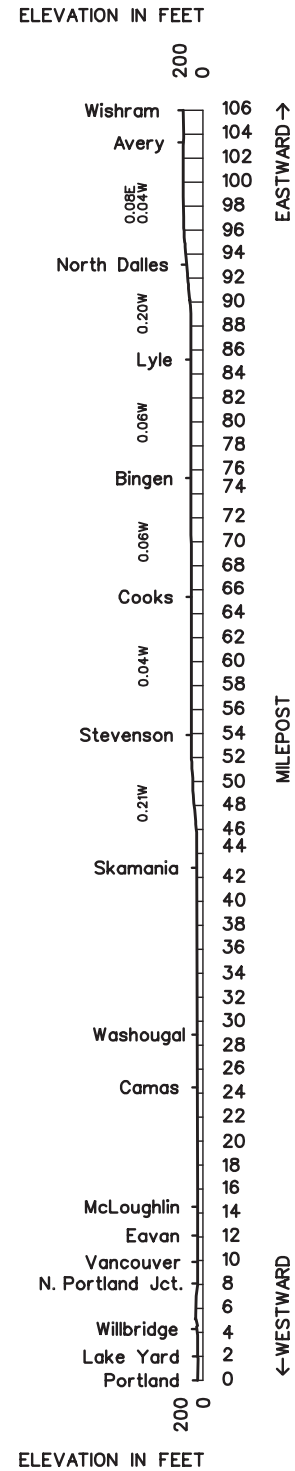
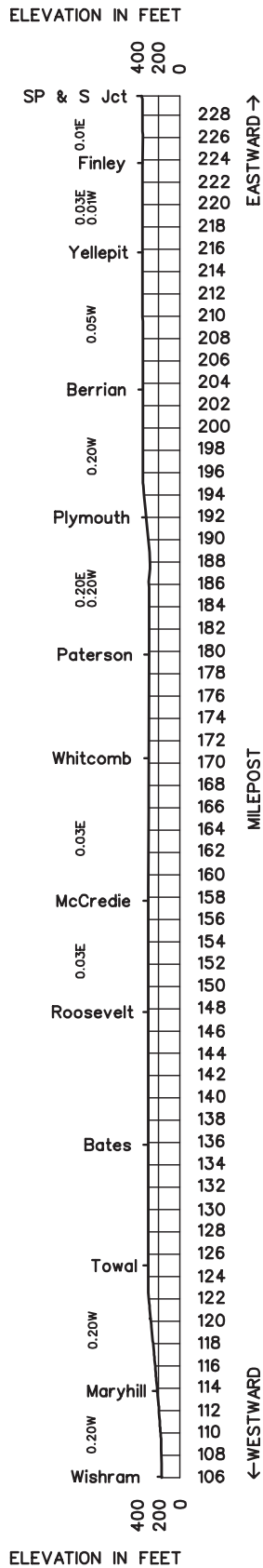
Line Segment Limits

| | |
|-----------|-----------------------|
| 47 | SP&S Jct. to Portland |
| 688 | Whitcomb—MP 174.0 |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|----------------------------------|----------------------------------|---------------|--------------|
| 12200 Whitcomb Pit | 3.9 east of Whitcomb-MP 174.3 | 37 | Both |
| Floxtan Spur | 7.3 west of Roosevelt MP 140.5 | 16 | East |
| 12255 Cliffs (Aluminum Plant) | 5.0 east of Maryhill-MP 118.6 | 33 | West |
| 12256 Hewett | 4.0 east of Maryhill-MP 117.6 | 60 | Both |
| 12272 Avery Storage Tracks (2) | Avery MP 103.4 | 70 Each | Both |
| 12278 Dallesport Ind. Park | 3.7 east of North Dalles-MP 97.0 | Yard | East |
| 12279 Dam Spur | 3.3 east of North Dalles-MP 96.6 | 10 | West |
| 12290 Skidway (2 tracks) | Lyle-MP 85.3 | 106 | Both |
| 12300 Underwood Fruit & Whse. | 0.9 west of Bingen-MP 75.0 | 6 | East |
| 12304 Hood | 4.3 west of Bingen-MP 70.9 | 54 | Both |
| 12316 Home Valley | 6.6 west of Cook-MP 59.3 | 40 | Both |
| 12322 Stevenson Plywood Co. | 1.6 west of Stevenson-MP 53.2 | 15 | East |
| 12326 North Bonneville (1 track) | 5.0 west of Stevenson-MP 50.3 | 104 | Both |
| 12337 Prindle | 4.3 west of Skamania-MP 37.6 | 3 | East |
| 12343 Mt. Pleasant | 4.0 east of Washougal-MP 32.1 | 95 | Both |
| Old Siding Washougal | Washougal-MP 28.8 | 70 | Both |
| 12350 Camas-Washougal Port | 3.8 east of Camas-MP 27.6 | 15 | East |
| CRT Spur | 2.2 east of Camas-MP 26.0 | 3 | East |
| Hamilton Bros. Lumber Co. | 2.0 east of Camas-MP 25.8 | 3 | East |
| 12355 Columbia Vista Lumber Co. | 3.4 west of Camas-MP 20.5 | 2 | West |
| 12362 Portco (Main 2) | 1.0 east of Eavan-MP 13.1 | 6 | East |

10. Grade Chart



| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Gateway Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | NORTHWARD ↑ |
|----------------|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|----------------|
| | | | | | | | | | |
| | | 14295 | 0.0 | BIEBER LINE JCT | J | Rule 6.28 | | 1.0 | |
| | | 14296 | 1.0 | KLAMATH FALLS | BT | | | 2.0 | |
| | | | 3.0 | SOUTH KLAMATH FALLS | | | | 12.4 | |
| | 2,400 | 14311 | 15.4 | MERRILL | | TWC | 55 | 9.1 | |
| | | 14320 | 24.5 | MALIN | | | | 7.1 | |
| | 2,250 | 14327 | 31.6 | STRONGHOLD | A | | | 13.1 | |
| | 5,073 | 14340 | 44.7 | MAMMOTH | | | | 9.5 | |
| | 6,751 | 14350 | 54.2 | KEPHART | | | | 12.3 | |
| | 5,036 | 14362 | 66.5 | SCARFACE | | | | 11.8 | |
| | 6,820 | 14374 | 78.3 | LOOKOUT | J | | | 12.7 | |
| | 8,024 | 14385 | 90.0 | BIEBER | T | | | 17.2 | |
| | 4,251 | 14505 | 108.2 | LITTLE VALLEY | | | | 18.3 | |
| | 6,758 | 14520 | 126.5 | HALLS FLAT | T | | | 13.7 | |
| | 4,235 | 14525 | 140.2 | LODGE POLE | | | | 23.4 | |
| | 4,338 | 14545 | 163.6 | WESTWOOD | | | | 13.7 | |
| | 7,942 | 14555 | 177.3 | ALMANOR | | | | 11.0 | |
| | 4,236 | 14560 | 188.3 | GREENVILLE | | | | 8.5 | |
| | 4,208 | 14565 | 196.8 | MOCCASIN | | | | 6.0 | |
| | | 14570 | 202.8 | KEDDIE | JT | | | 202.8 | |

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddle.

UPRR Dispatcher Tone 15

| Radio Call-In | | |
|--|--------------------|--------------------|
| Hamaker - 61(X) | Klamath - 62(X) | Malin - 41(X) |
| Tionesta - 42(X) | Bieber - 51(X) | Big Valley - 52(X) |
| Little Valley - 53(X) | Halls Flat - 54(X) | Westwood - 62(X) |
| Almanor - 63(X) | Crescent - 64(X) | Keddle - 65(X) |
| Emergency - 911 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Phone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 202.8 **Freight** 49 MPH.

1(B). Speed—Permanent Restrictions

MP 14.8 to MP 15.1 (HER) 40 MPH.
MP 31.1 to MP 31.4 30 MPH.
MP 93.7 to MP 124.3 25 MPH.
MP 124.3 to MP 126.0 40 MPH.
MP 136.3 to MP 165.7 40 MPH.
MP 165.7 to MP 188.8 25 MPH.
MP 188.8 to MP 196.8 40 MPH.
MP 196.8 to MP 202.8 20 MPH.

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

1(D). Speed—Other

On sidings 10 MPH.
Almanor Railroad 5 MPH.

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

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

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

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:

- 40 MPH for trains exceeding 100 tons per operative brake

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bieber Line Jct. to Keddle 143 tons, Restriction B

3. Type of Operation

TWC—in effect:

MP 3.0 to MP 202.8

4. General Code of Operating Rules Items

Rule 1.47—In addition to the requirements of General Code of Operating Rule 1.47 and to the Signal Switch Awareness Form, the Conductor must do the following:

After passing the last station, but at least 2 miles from the limits of authority granted by a Track Warrant, the Conductor must review Track Warrant(s) that his/her train is operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter the time, date, and his/her initials on the Track Warrant(s).

Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Warrant(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items listed on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter the time, date, and his/her initials on the Track Warrant(s).

All Track Warrants and Signal/Switch Awareness Forms must be submitted to the proper authority at the completion of each tour of duty.

Rule 5.8.2—Within the state of California, sound the whistle approaching all crossings, public and private.

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

Rule 6.28—in effect:

MP 0.0 to MP 3.0

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

5. Trackside Warning Detectors (TWD)

- Protecting Bridge, Tunnel or other Structures: None
- Other TWD Locations

MP 19.6—HBD/DED—Recall Code 8

MP 50.3—HBD/DED—Recall Code 8

MP 68.6—HBD/DED—Recall Code 8

MP 87.6—HBD/DED—Recall Code 8

MP 92.4—DED/Exception Reporting

MP 97.4—DED/Exception Reporting

MP 102.4—DED/Exception Reporting

MP 107.4—HBD/DED—Recall Code 8

MP 112.2—DED/Exception Reporting

MP 118.9—DED/Exception Reporting

MP 125.8—DED/Exception Reporting
 MP 135.2—HBD/DED—Recall Code 8
 MP 167.2—HBD/DED—Recall Code 8
 MP 171.2—DED/Exception Reporting
 MP 176.2—DED/Exception Reporting
 MP 182.2—DED/Exception Reporting
 MP 187.4—DED/Exception Reporting
 MP 195.6—HBD/DED—Recall Code 8
 MP 197.2 to MP 200.2—Slide Fence

Signal Indication:

Flashing Lunar (normal)

Solid Lunar or dark (fence activated)

MP 201.9—DED-Exception Reporting (Transmits on the BNSF and UPRR radio channels simultaneously).

6. FRA Excepted Track—None

7. Special Conditions

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

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

Tionesta—6-axle engines may work beyond the derail.

Crescent Mills—Track 9981 is out of service beyond red flag.

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

Between MP 147.2 and MP 202.8—When the power-on light on the exterior of a signal house is not lit, immediately notify the train dispatcher.

EXCEPTION: Crossing at MP 147.2 which is solar powered.

Approaching Tunnel No. 2—All trains must approach Tunnel No. 2, MP 202.03, prepared to stop short of fouled track.

Sidings—The following sidings may be used by loaded coal trains or trains exceeding 100 TOB: Little Valley, Halls Flat, Almanor, and Moccasin.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

| Siding | Most Restrictive Grade | Ascending or Descending Movement N. Switch/Direction - S. Switch/Direction | |
|---------------|------------------------|---|------------|
| Merrill | .10 | Descending | Ascending |
| Stronghold | .10 | Descending | Ascending |
| Mammoth | .07 | Ascending | Descending |
| Kephart | .08 | Ascending | Descending |
| Scarface | .10 | Ascending | Descending |
| Lookout | .15 | Descending | Ascending |
| Bieber | .06 | Ascending | Descending |
| Little Valley | 1.60 | Descending | Ascending |
| Halls Flat | 1.37 | Descending | Descending |
| Lodge Pole | 1.00 | Descending | Ascending |
| Westwood | 1.50 | Ascending | Descending |
| Almanor | .50 | Descending | Descending |
| Greenville | 1.00 | Ascending | Descending |
| Moccasin | 1.00 | Descending | Ascending |

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
 Klamath Falls Yard between tracks 9409 and 9410 on the north end have 12'8" track centers.

Work Train Instructions—All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Departments) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur. All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains. All movements, including switching movements, must be made with the air brakes on all cars cut in and charged. All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when locomotive is detached.

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

Tonnage limits from Bieber to Keddie—

Northward—All Trains—5,500 tons

Southward—Manifest/Intermodal Trains:

Without distributed power/helpers—7,000 tons

With helpers/distributed power on rear—9,500 tons

With helpers/distributed power cut in—12,000 tons

Loaded Unit Bulk Commodity Trains:

As above, except with helpers/distributed power cut in—15,000 tons

Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

All tonnage restrictions have been removed for southward trains between MP 187.0 and MP 203.0.

Dynamic Brake Requirements for Southward Freight

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

TONS PER OPERATIVE BRAKE (TOB)

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

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

Rear End DP/Helper Trains—The first 10 car/platform ABTH rear-end DP/Helper restriction applies to all trains regardless of rated powered axles. A car 45 feet or less in length must not be coupled to a car 80 feet or longer in length anywhere in the train (this does not apply to multi-platform cars except those with individual platforms exceeding 80 feet in length, example-Twin Flat and AutoMax cars as designated by the System Special Instructions). There must not be a continuous block of 15 or more empty cars and/or platforms entrained anywhere in the train.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

MP 135.60 to MP 135.70

MP 142.75 to MP 142.85

Test Mile Location

Northward

MP 195.0 to MP 194.0

MP 193.0 to MP 192.0

MP 137.0 to MP 136.0

MP 135.0 to MP 134.0

Southward

MP 21.0 to MP 22.0

MP 23.0 to MP 24.0

MP 134.0 to MP 135.0

MP 136.0 to MP 137.0

8. Line Segments

Road Line Segments

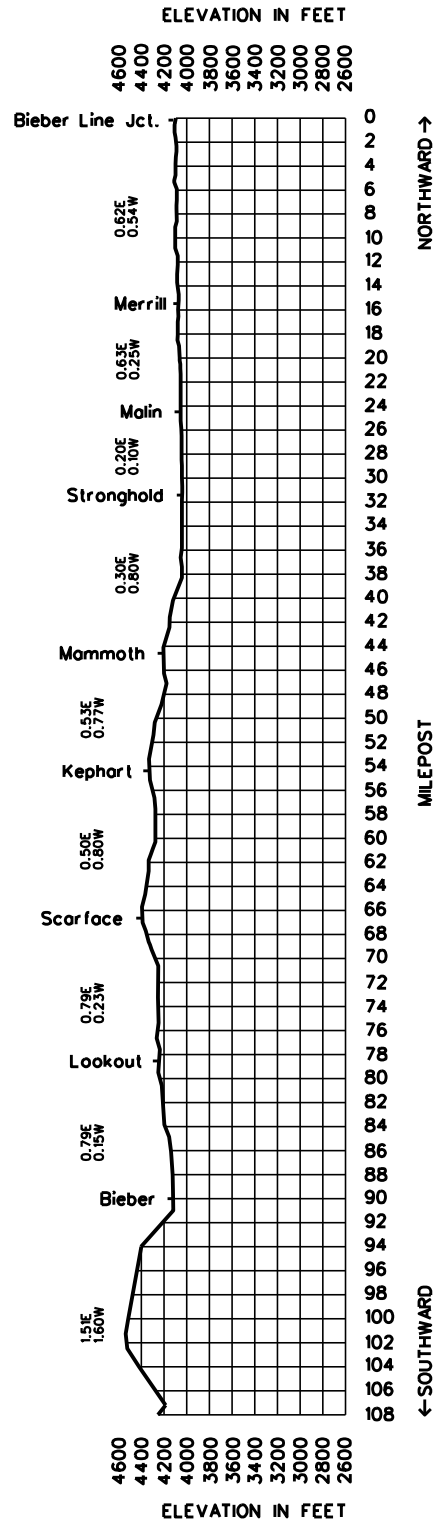
Line Segment Limits

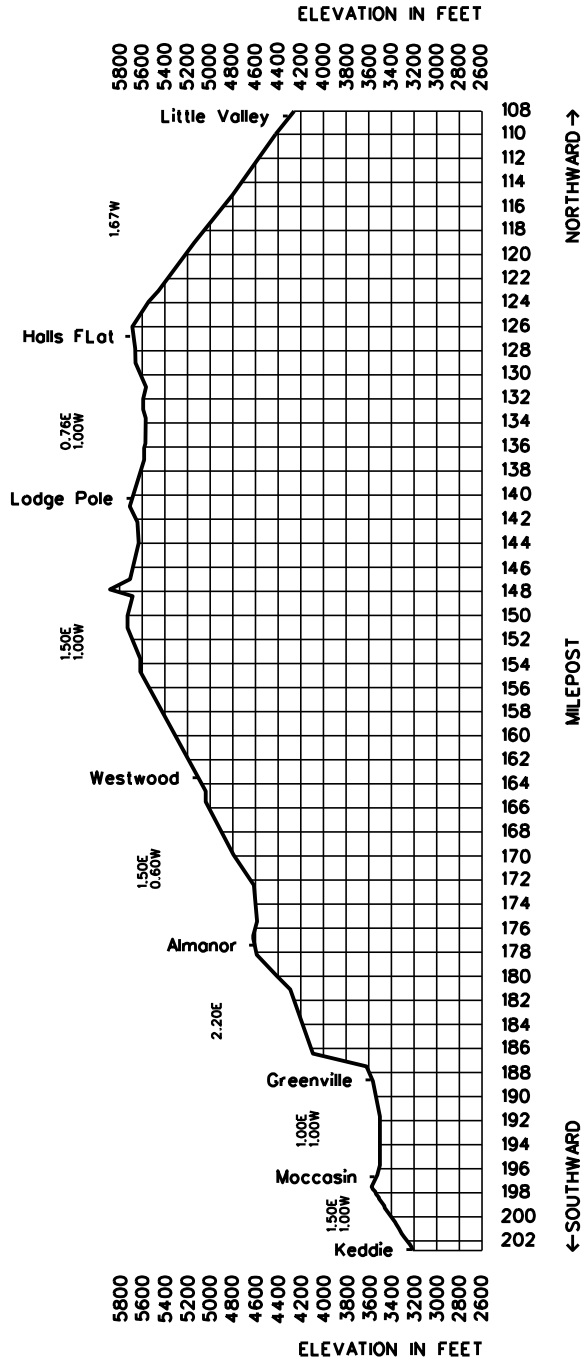
55 Bieber Line Jct. to Keddie

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------|------------------------------------|---------------|--------------|
| 14300 Henley | 3.4 south of Klamath Falls -MP 4.2 | 30 | North |
| 14312 Stonebridge | 1.7 south of Merrill- MP 16.7 | 20 | North |
| 14332 Hannchen | 4.7 south of Stronghold- MP 36.3 | 22 | South |
| 14348 Tionesta | 6.0 south of Mammoth - MP 50.7 | 10 | Both |
| 14540 Clear Creek Jct. | 3.3 south of Westwood- MP167.7 | 10 | North |
| 14563 Crescent Mills | 2.6 north of Moccasin- MP 194.4 | 6 | North |

10. Grade Chart





| SOUTH WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Kettle Falls Subdivision BRANCH LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ NORTH WARD |
|--------------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|--------------------|
| | | | | | | | | | |
| | | 62050 | 64.2 | CHEWELAH | | Rule 6.28 | | 7.7 | |
| 4,200 | 62043 | 56.5 | VALLEY | | | | | 18.1 | |
| | 62025 | 38.4 | LOON LAKE | | | | 376 | 12.0 | |
| | 62012 | 26.4 | DEER PARK | | | | | 12.6 | |
| | 61963 | 13.8 1463.6 | DEAN | | | TWC | | 4.5 | |
| | 61968 | 1468.1 | MEAD | | | | | 4.9 | |
| | 61972 | 1473.0 | HILLYARD | | | | 37 | 3.7 | |
| | | 1476.7 | NAPA ST. | | MJX | | | 63.5 | |

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

| Radio Call-In |
|--|
| Kettle Falls - 10(X) AAR 76 |
| Emergency - Call 911 |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 |

Train Dispatcher Phone Numbers

(817) 234-1609, Fax (817) 234-1610

1. Speed Regulations**1(A). Speed—Maximum**

Freight

MP 60.5 to MP 1476.7 40 MPH.

1(B). Speed—Permanent Restrictions

MP 64.0 to MP 58.0 20 MPH.
 MP 58.0 to MP 56.1 25 MPH.
 MP 56.1 to MP 39.1 10 MPH.
 MP 39.1 to MP 36.2 25 MPH.
 MP 36.2 to MP 31.8 10 MPH.
 MP 31.8 to MP 22.3 25 MPH.
 MP 22.3 to MP 18.4 10 MPH.
 MP 18.4 to MP 13.8 25 MPH.
 MP 13.8 to MP 1466.2 35 MPH.
 MP 1466.2 to MP 1475.4 25 MPH.
 MP 1475.4 to MP 1476.7 10 MPH.

1(C). Speed—Switches and Turnouts

Through all switches and turnouts 10 MPH.
 Mead, over switches and frogs on curves at Aluminum Plant 5 MPH.

1(D). Speed—Other

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

Temperature Restrictions

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

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

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

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

Chewelah to Napa St. 143 tons, Restriction D
 Six-axle locomotives and derricks are not permitted.

3. Type of Operation

TWC—in effect:
 MP 58.0 to MP 1476.7

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 64.2 to MP 58.0

5. Trackside Warning Detectors (TWD)—None

- A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations:
 MP 31.5—Recall Code 345

6. FRA Excepted Track

Safeway Lead including all track plus Food Services Lead and all trackage on Tosco Lead. At Mead, all industry track leading to Kaiser Aluminum. All Trackage on Spike Yard Lead in Zone 11. See GCOR Rule 6.12

7. Special Conditions

Chewelah—The main track and siding between MP 60 and MP 64 are the designated interchange tracks with the KFR. When delivering trains to the KFR, a copy of the wheel report must be left in the mailbox at either end of the siding at Chewelah.

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

Test Mile Location—MP 82.0 to MP 83.0

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

MP 62.4 to MP 62.0
 MP 54.8
 MP 45.81
 MP 20.0 to MP 19.0

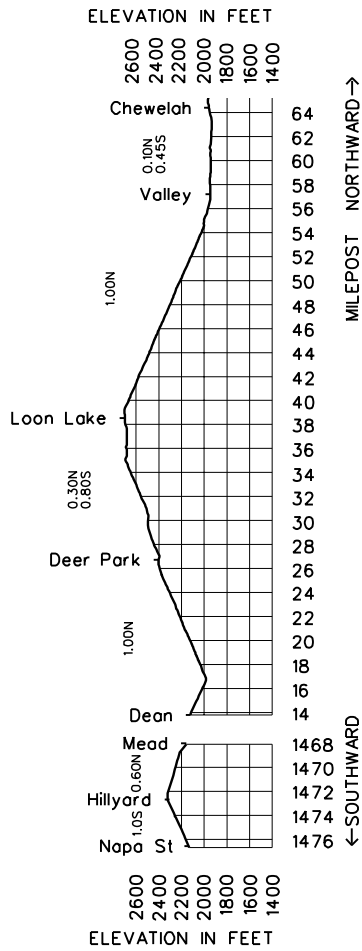
8. Line Segments**Road Line Segments****Line Segment Limits**

376 Chewelah to Mead
 37 Mead to Napa St.

9. Locations Not Shown as Stations

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

10. Grade Charts



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Lakeside Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|---------------|
| | | | | | | | | | |
| | | 01877 | 1.1 | SUNSET JCT. | J | | | 1.6 | |
| | 12,641 | 63002 | 2.6 | EMPIRE | | | | 6.4 | |
| | | 63007 | 9.3 | MARSHALL To PCC Railroad MP 1.0 | T | | | 2.6 | |
| | | 63009 | 11.8 | LAKE SIDE JCT. | J | | | 4.8 | |
| | | 63014 | 16.6 | CHENEY To PCC Railroad MP 1.0 | T | | | 3.2 | |
| | 8,100 | 63019 | 19.8 | BABB | | | | 9.9 | |
| | 8,100 | 63028 | 29.7 | FISHTRAP | | CTC | | 12.5 | |
| | 8,100 | 63040 | 42.4 | SPRAGUE | | | | 8.9 | |
| | 8,800 | 63048 | 51.1 | KEYSTONE | | | | 6.7 | |
| | 8,100 | 63054 | 57.8 | TOKIO | | | | 7.1 | |
| | | 63062 | 64.9 | RITZVILLE | | | | 7.6 | |
| | 8,800 | 63066 | 69.3 | ESSIG | | | | 3.2 | |
| | 8,100 | 63072 | 72.5 | PAHA | | | | 9.5 | |
| | | 63079 | 80.5 | LIND | | | | 5.0 | |
| | | 63082 | 84.9 | SAND | | | 46 | 5.9 | |
| | | | 90.8 | BEATRICE | X(2) | 2MT CTC | | 6.9 | |
| | | | 97.7 | CUNNINGHAM | | | | 12.0 | |
| | 8,110 | 63108 | 109.7 | CONNELL | | | | 4.3 | |
| | 8,100 | 63113 | 114.9 | CACTUS | | CTC | | 5.2 | |
| | | 63117 | 118.2 | MESA | | | | 8.4 | |
| | 8,100 | 63124 | 126.3 | ELTOPIA | | | | 9.9 | |
| | | 63135 | 137.0 | GLADE | | 2MT CTC | | 3.2 | |
| | | | 140.2 | PASCO EAST | MX(2) | | | 1.9 | |
| | | | 142.1 | COUGAR | MX | 2MT ABS | | 0.6 | |
| | | | 142.7 | HUSKY | MX | | | 2.6 | |
| | | | 145.3 | GRAPEVINE | MX(2) | | | 0.3 | |
| | 12143 | 145.6 | PASCO | BMJTY | | ABS | | 1.7 | |
| | | | 146.3 | WEST WYE | MJ | | | | |
| | 12148 | 147.5 | SP&S JCT. | MJ | | | | 149.4 | |

Radio Channel No. 70 in service.

From MP 1.1 to MP 11.8, Channel 76 in service and from MP 140.2 to MP 147.5, Channel 89 in service.

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

Train Dispatcher Phone Numbers

(817) 234-1619, Fax (817) 234-1620

1. Speed Regulations**1(A). Speed—Maximum**

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

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

1(B). Speed—Permanent Restrictions

| | | |
|--------------------------|---------|---------|
| MP 1.0 to MP 1.7 | 25 MPH. | 25 MPH. |
| MP 1.7 to MP 8.4 | 55 MPH. | 55 MPH. |
| MP 8.4 to MP 11.7 | 40 MPH. | 35 MPH. |
| MP 11.7 to MP 11.9 | 35 MPH. | 35 MPH. |

| | Passenger | Freight |
|----------------------------|-----------|---------|
| MP 11.9 to MP 15.3 | 45 MPH. | 35 MPH. |
| MP 15.3 to MP 16.8 | 35 MPH. | 35 MPH. |
| MP 22.5 to MP 26.2 | 75 MPH. | |
| MP 26.2 to MP 27.5 | 70 MPH. | |
| MP 27.5 to MP 27.8 | 65 MPH. | |
| MP 27.8 to MP 28.4 | 50 MPH. | 45 MPH. |
| MP 31.9 to MP 40.4 | 75 MPH. | |
| MP 40.4 to MP 42.4 | 45 MPH. | 45 MPH. |
| MP 42.4 to MP 43.9 | 60 MPH. | 45 MPH. |
| MP 43.9 to MP 44.5 | 40 MPH. | 40 MPH. |
| MP 44.5 to MP 48.5 | 50 MPH. | 45 MPH. |
| MP 61.1 to MP 61.3 | 70 MPH. | |
| MP 64.4 to MP 65.2 | 50 MPH. | 40 MPH. |
| MP 65.2 to MP 67.0 | 75 MPH. | |
| MP 67.0 to MP 68.1 | 70 MPH. | |
| MP 68.1 to MP 69.2 | 65 MPH. | |
| MP 69.2 to MP 70.5 | 55 MPH. | 55 MPH. |
| MP 70.5 to MP 75.5 | 75 MPH. | 55 MPH. |
| MP 75.5 to MP 77.5 | 70 MPH. | 55 MPH. |
| MP 77.5 to MP 79.8 | 75 MPH. | 55 MPH. |
| MP 79.8 to MP 86.6 | 45 MPH. | 40 MPH. |
| MP 86.6 to MP 90.5 | 35 MPH. | 35 MPH. |
| MP 90.5 to MP 92.5 | 50 MPH. | 45 MPH. |
| MP 92.5 to MP 96.5 | 60 MPH. | 50 MPH. |
| MP 96.5 to MP 101.3 | 60 MPH. | 60 MPH. |
| MP 101.3 to MP 108.0 | 35 MPH. | 35 MPH. |
| MP 108.0 to MP 111.2 | 45 MPH. | 45 MPH. |
| MP 111.2 to MP 112.9 | 50 MPH. | 45 MPH. |
| MP 112.9 to MP 114.6 | 60 MPH. | 55 MPH. |
| MP 114.6 to MP 114.9 | 55 MPH. | 55 MPH. |
| MP 116.0 to MP 116.4 | 75 MPH. | |
| MP 119.0 to MP 121.5 | 75 MPH. | |
| MP 125.5 to MP 125.8 | 75 MPH. | |
| MP 130.1 to MP 131.3 | 70 MPH. | |
| MP 138.3 to MP 145.6 | 65 MPH. | 60 MPH. |
| MP 145.6 to MP 146.6 | 25 MPH. | 25 MPH. |
| MP 146.6 to MP 147.5 | 35 MPH. | 25 MPH. |

1(C). Speed—Switches and Turnouts

Through switches and dual control turnouts
at the following locations:

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

1(D). Speed—Other

| | | |
|---|---------|---------|
| Pasco Yard—Engines thru the master and group retarders | 8 MPH. | 8 MPH. |
| Head end westward trains or engines leaving siding over Clark St. Crossing MP 110.0 Connell | 25 MPH. | 25 MPH. |
| On sidings at the following locations: Babb, Fishtrap, Sprague, Keystone, Tokio, Essig, Paha, Connell, Cactus, Eltopia, | 35 MPH. | 35 MPH. |
| On other sidings | 10 MPH. | 10 MPH. |
| Pasco, Main 3, MP 146.1 to MP 146.6 | 25 MPH. | 25 MPH. |

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

Temperature Restrictions

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sunset Jct. to Pasco 143 tons, Restriction A
Basin City Stub 143 tons, Restriction D

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

3. Type of Operation

CTC—in effect:

MP 1.1 to MP 140.2

Multiple Main Tracks—in effect:

2 MT

MP 84.9 to MP 99.4

MP 137.0 to MP 145.3

ABS—in effect:

MP 140.2 to MP 147.5

Rule 9.15—in effect:

MP 140.2 to MP 147.5 on MT 1

MP 140.2 to MP 145.6 on MT 2

MP 145.6 to MP 146.6 on MT 3

MP 145.5 to MP 145.7 on East Side Pocket Track 549

Yard Limits—in effect:

MP 140.2 to MP 147.5

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

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

Cheney MP 0.0 to MP 1.0 (Former CW)

Pasco MP 0.0 to Ainsworth Jct. MP 2.7 (Walla Walla Ind. Lead)

ABTH Rule 106.1—that part reading:

Crews working all other trains must isolate excess units, but not more than 0.5 HPT below scheduled HPT.

is changed to read:

Crews working all other trains must isolate excess units, but not more than 0.5 HPT below scheduled HPT, and not below 1.0 HPT.

Test Mile Locations

MP 35.0 to MP 36.0

MP 132.0 to MP 133.0.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 6.1—DED/Exception Reporting

MP 14.3—DED/Exception Reporting

MP 19.2—DED/Exception Reporting

MP 25.7—Recall Code 617

MP 31.4—DED/Exception Reporting

MP 36.5—DED/Exception Reporting

MP 41.3—DED/Exception Reporting

MP 47.8—Recall Code 618

MP 52.8—DED/Exception Reporting

MP 57.4—DED/Exception Reporting

MP 62.5—DED/Exception Reporting

MP 66.9—Recall Code 627

MP 72.5—DED/Exception Reporting

MP 78.4—DED/Exception Reporting

MP 82.3—DED/Exception Reporting

MP 88.8—DED/Exception Reporting

MP 94.2—Both Tracks—Recall Code 628

MP 99.5—DED/Exception Reporting

MP 104.6—DED/Exception Reporting

MP 108.2—DED/Exception Reporting

MP 112.4—DED/Exception Reporting

MP 118.8—DED/Exception Reporting

MP 122.3—Recall Code 638

MP 122.5—Wheel Impact Detector—No Readout

MP 126.3—DED/Exception Reporting

MP 130.5—DED/Exception Reporting

MP 134.6—Recall Code 648, Transmitted on Radio

Channels 70. Trains on Radio Channel 89 must monitor Channel 70 for detector broadcast.

MP 138.7—DED/Exception Reporting (both tracks)

Transmitted on Radio Channels 70 and 89.

6. FRA Excepted Track

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

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

Big Pasco in Zone 4, from fouling point of switch at MP 146.7.

All tracks of the Old Roundhouse facility at Pasco.

7. Special Conditions

PCC RR—The Palouse River and Coulee City Railroad (PCC) is designated Main Track with restricted limits between MP 1.0 and MP 3.5. This portion of track is also designated as an interchange track.

PCC General Orders and current Timetable are available in the Trainmaster's office at Spokane. All applicable General Orders should be reviewed before pickup of interchange cars. When departing from Pasco, crew van will haul copy of Timetable and General Orders in effect to train crew at Cheney.

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

There is no clearance on the north and south sides of track 2216 and on the north side of track 2215 because fall protect beams have been installed.

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

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

Pasco Roundhouse—Power derails are in operation on the East and West ends of the Pasco Roundhouse and the Fueling

Facility leads. Before entering or departing the roundhouse facility, contact the service Foreman for permission to proceed. When in a derailing position, a blue strobe light will flash and a blue target will be displayed.

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

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

- 12, 16, 18, 20, 22—Ice House
- 82, 86, 92, 98—East Yard—West Yard Lead
- 94, 96, 100, 102, 104, 106, 108, 110—East Yard—West End
- 1, 2, 3, 4—East Yard—East End

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

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

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

Walla Walla Industrial Lead—Power Operated Yard Switches—Power operated switches named:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To Lock Out WCHT-72 Switch Machine

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

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

To Restore Locked Out WCHT-72 Switch Machine

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

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

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

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

Remote Control Zone—Receiving tracks 2210, 2211, 2212, 2213 and 2214 including lead to hump crest are designated as five individual Remote Control Zones (RCZ) at Pasco yard.

Activation/Deactivation Procedure—Remote Control Operator will contact Tower Operator and request that Remote Control Zone protection be established after remote control locomotive has cleared in receiving track where protection is desired. Tower Operator will line east end of the east receiving track switch away from track and provide switch blocking including switches on hump crest lead. After this process has been completed the Tower Operator will notify the remote control operator that the Remote Control Zone has been activated. Remote Control Zone will remain activated until remote control operator has requested that the Remote Control Zone be deactivated. Before receiving tracks 2210 through 2214 including lead to hump crest can be fouled or occupied, The Tower Operator must be contacted to determine if the Remote Control Zone has been activated.

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

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

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

Crew Switching at CFI Industries—All crews switching at CFI Industries at Tokio must be equipped with a half mask respirator (equipped with ammonia cartridges). This half mask may be worn with prescription glasses and must be worn when switching inside the gates of the plant.

Any employee called for Train LNWE8301, who has not been fitted for a respirator, must report to work one-half hour early, clean shaven in order to be properly fitted with a respirator.

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

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

Locations With a Grade Equal to or Greater Than 1%

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

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

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

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

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

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

MP 2.5

MP 3.3

MP 19.9 to MP 20.5

MP 69.0

MP 82.3

MP 97.0 to MP 98.0

MP 107.0 to MP 108.7

Recommended Roll-By Inspection Locations—

Glade—Pull train up to within 400 feet of the block signal.

West Connell—Do not inspect from the north side. On the south side, pull train up beyond loading dock.

West Cunningham—Inspection only from the north side.

East Paha—Inspection only from the north side.

East Tokio—Inspection only from the north side.

West Sprague—Inspection only from the north side.

East Sprague—Inspection only from the north side.

East Babb—On the north side, inspect train from siding only.

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Exception: Due to radio congestion, transmission will not be made between MP 140.2, Pasco East and MP 147.5, SP&S Jct.

8. Line Segments

Yard Line Segments

Line Segment Limits

684 Cactus

471 Pasco Hump

630 Pasco

631 Pasco WFE

Road Line Segments

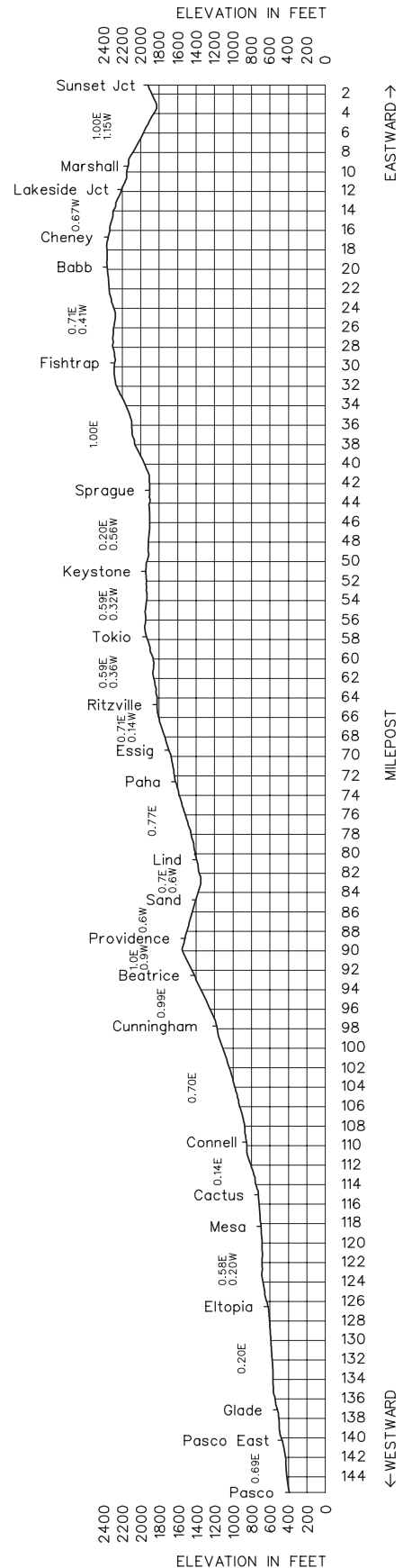
Line Segment Limits

46 Sunset Jct. to Pasco

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|---------------------------------------|--------------------------------|---------------|--------------|
| Fishtrap Setout Track | 1.0 west of Fishtrap | 5 | West |
| 63034 Missile Base Ballast Pit | 4.3 west of Fishtrap | | Both |
| 63039 Sprague Elevator Track | 0.7 east of Sprague | 20 | Both |
| 63039 Sprague Old Siding | 0.2 east of Sprague | 54 | Both |
| Keystone Siding Set Out Track | 1.7 west of Keystone | 5 | West |
| 63053 Tokio-C&F Ind. | 2.6 east of Tokio | 20 | Both |
| Tokio-Williams Energy/Cenex | 1.6 east of Tokio | 10 | West |
| Templin Terminals | | 114 | Both |
| Beatrice Set Out Track MT 1 | 0.2 west of Beatrice crossover | 5 | East |
| Beatrice Set Out Track MT 2 | 0.2 west of Beatrice crossover | 5 | East |
| 63095 Cunningham (MT1) Setout | 1.6 east of Cunningham | 12 | East |
| 63095 Cunningham (MT2) Elevator Track | 1.6 east of Cunningham | 15 | Both |
| 63108 Connell Eastward Siding | | Yard | Both |
| 63108 Connell Westward Siding | | 40 | West |
| 63108 Lamb Weston Lead | | 18 | East |
| 63126 Eltopia Elevator Track | 0.4 west of Eltopia | 20 | West |
| 63131 Sagemoor | 6.8 west of Eltopia | 80 | Both |
| Simplot, #63117 | 0.6 east of Mesa | 5 | East |
| Potato Growers #63135 | 1.3 west of Glade | 12 | West |
| Asphalt Plant #63135 | 1.4 west of Glade | 12 | Both |

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Newport Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---|--|----------|---------------|--------------|--------------------|---------------|
| | | | | | | | | | | |
| | | 01809 | 1401.2 | BOYER | | JT | TWC | 37 | 0.7 | |
| | | 01803 | 1401.9 | NORTH SANDPOINT | | T | | | 6.9 | |
| | | | 1408.0 | DOVER JCT. | | | | | 7.6 | |

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

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

Train Dispatcher Phone Numbers

(817) 234-1609, Fax (817) 234-1610

UPRR Dispatcher Phone Numbers

(402) 636-1710 Weekdays, (402) 636-1709 Weekends

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

| | | |
|------------------------------------|---------|---------|
| UPRR MP 75.0 to UPRR MP 74.0 | 10 MPH. | 10 MPH. |
|------------------------------------|---------|---------|

1(C). Speed—Switches and Turnouts

| | | |
|-------------------------------|---------|---------|
| Dover Jct, UPRR MP 71.1 | 10 MPH. | 10 MPH. |
|-------------------------------|---------|---------|

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|--------------------------|-------------------------|
| Boyer to MP 1408.1 | 143 tons, Restriction D |
|--------------------------|-------------------------|

3. Type of Operation

TWC—in effect:

UPRR MP 75.0 to Dover Jct UPRR MP 71.1

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

East of West Switch on West Main to Main Track Switch of Kootenai River Subdivision, MP 1405.7 to MP 1408.1

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

UPRR and POVA RR—BNSF mileposts are changed to UPRR mileposts between Boyer and Dover Jct., as follows:

BNSF MP 1401.0 becomes UPRR MP 75.0

BNSF MP 1402.0 becomes UPRR MP 74.0

BNSF MP 1403.0 becomes UPRR MP 73.0

BNSF MP 1404.0 becomes UPRR MP 72.0

BNSF MP 1405.4 becomes UPRR MP 71.1

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

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

8. Line Segments

Road Line Segments

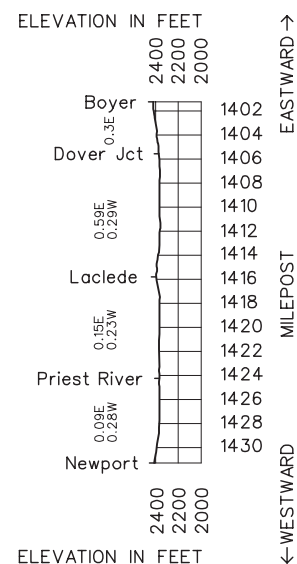
Line Segment Limits

| | |
|----------|---------------------------|
| 37 | Boyer Ave. (UPRR MP 75.0) |
| | to BNSF MP 1408.1 |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------------|--------------------------|---------------|--------------|
| 61906 Dover (SI Conn) | 3.3 west of N. Sandpoint | 10 | East |

10. Grade Chart



| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | New Westminster Subdivision MAIN LINE STATIONS | CROR Rule 6A | Type of Oper. | Line Segment | Miles to Next Stn. | NORTHWARD ↑ |
|----------------|-------------------------|--------------|-----------|---|--------------|---------------|--------------|--------------------|----------------|
| | | | | | | | | | |
| | | 15126 | 155.3 | CN JCT. | BYZ | ABS | | 1.5 | |
| | | 15125 | 153.8 | STILL CREEK | Z | | | 2.1 | |
| | | 15123 | 151.8 | WILLINGDON JCT. | X | | | 2.0 | |
| | | | 149.8 | SPERLING | X | | | 1.8 | |
| | | | 148.0 | PIPER | X | | | 1.6 | |
| | | | 146.4 | LAKE CITY | X | | | 0.3 | |
| | | | 146.1 | NORTH ROAD | X | | | 0.7 | |
| | | | 145.4 | BRUNETTE | X | | | 0.1 | |
| | | 15115 | 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 | | CTC | | 2.6 | |
| | | 15105 | 136.9 | TOWNSEND | | ABS OCS | | 6.5 | |
| | | 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 Channel No. 28 in service at Barge Slip - Vancouver, BC

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

RTC Telephone Number—(604) 520-5203

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|----------------------------|-----------|---------|
| MP 155.3 to MP 119.6 | 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 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 | 10 MPH. | 10 MPH. |
| Fraser River Bridge Switch No. 3 when lined for CN New Westminster Industrial Line | 8 MPH. | 8 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. |

| | Passenger | Freight |
|--------------------------------------|-----------|---------|
| 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. |
| Brownsville—on sidings | 10 MPH. | 10 MPH. |

Through turnouts at the following controlled locations:

| | | |
|---|---------|---------|
| Still Creek, MP 153.9; Willingdon Jct., MP 151.8; Sperling, MP 149.8; Piper, MP 148.0; and Lake City MP 146.4 | 35 MPH. | 30 MPH. |
| Lake City—lead switches from east track only; North Road, MP 146.1; Brunette MP 145.4 | 12 MPH. | 12 MPH. |
| Braid MP 144.9 | 10 MPH. | 10 MPH. |
| Spruce MP 144.5 | 20 MPH. | 20 MPH. |
| Colebrook—through dual control turnouts | 35 MPH. | 35 MPH. |

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

1(D). Speed—Other

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. |
| Track 11, New Westminster | 5 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 CN Operations Coordinator, Thornton Yard (604) 589-6663.

3. Type of Operation

CTC—in effect:

MP 153.9 to MP 137.3

MP 131.5 to MP 130.8

ABS—in effect:

MP 155.3 to MP 153.9

MP 137.3 to MP 131.5

MP 130.8 to MP 119.6

OCS—in effect:

MP 137.3 to MP 131.5

MP 130.8 to MP 119.6

Yard Limits—in effect:

MP 155.3 to MP 153.9

Multiple Main Tracks—in effect:

2 MT

MP 153.9 to MP 144.5

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. Movements on BI Line are controlled by CN Waterfront Traffic Coordinator, Lynn Creek, who must be contacted before entering or fouling the BI Line. 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.—Southward trains must obtain permission from RTC before passing north block signal at CN Jct. Trains and engines requiring use of the main track at CN Jct. for switching purposes must obtain permission from RTC before passing north block signal at CN Jct., and must report clear of main track when finished. After permission is received and switch is lined by hand for the intended route, movements will be governed by signal indication. Southward train or engine stopped by a Stop indication must not proceed until written authority has been received from RTC. Rule 509 is modified accordingly. Northward trains must advise RTC when clear of the main track at CN Jct.

Between CN Jct and Still Creek—The movement of trains and engines will be supervised by the RTC. Trains and engines must comply with RTC's verbal and written instructions.

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

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

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

CTC territory controlled by BC Rail RTC unless permission to do so has been obtained from BC Rail RTC.

TY&E personnel must use BC Rail CTC Authorization form, and Maintenance of Way personnel must use BC Rail Track Occupancy Permit (TOP) form, when obtaining authorities/permits on BNSF track controlled by BC Rail RTC, and on the BC Rail Port Subdivision.

Following are the identifiable locations which will be used on authorities/permits issued by the BC Rail RTC, along with the corresponding BNSF designations:

Signal Mile 131.5, North Controlled Block Signal North Colebrook

Signal Mile 7.7, South Controlled Block Signal North Colebrook

Signal Mile 7.0, North Controlled Block Signal South Colebrook

Signal Mile 130.8, South Controlled Block Signal South Colebrook

Signal Mile 7.8, BCR Controlled Block Signal governing eastward movement from BCR Roberts Bank Line to BNSF main track over BNSF dual control switch North Colebrook and BCR west dual control switch Mud Bay siding

Signal Mile 6.9, BCR Controlled Block Signal governing westward movement from BCR Roberts Bank Line to BNSF main track over BNSF dual control switch South Colebrook North Junction Switch Colebrook, Dual control switch North Colebrook

South Junction Switch Colebrook, Dual control switch South Colebrook

In CTC territory controlled by BC Rail RTC, the provisions of Rule 568(b) apply at an electrically locked hand operated switch, except that permission to enter or re-enter the main track need not be in writing for a train or engine authorized by CROR Rule 566 or CROR Rule 567.

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.

Swing span 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. CROR Rule 608 applies. 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.

Trains passing Bridge 69 must have one radio in the controlling

locomotive monitoring AAR Channel 66 until bridge signalman notifies passing train of results of roll-by inspection.

Automatic Interlocking Not Indicated at Station Heatley Diamond, Burrard Inlet Line (BI Line)- Interlocked crossing at grade with CPR main track. CROR Rule 611 applies. Train and engine movements at this location are governed by CROR Rules 421, 426, and 429 through interlocking limits. The route through the interlocking can be lined by the CN Waterfront Traffic Coordinator, Lynn Creek or by a crew member on the ground on either side of the interlocking.

When there is no conflicting movement evident on CPR main track, signal through interlocking can be requested by contacting CN Waterfront Traffic Coordinator, Lynn Creek or by operating key controller on signal mast. To use key controller, insert key, turn to right, hold for five seconds, return to center and remove. After one minute dual control switch on north side of interlocking will move to reverse position. Interlocking signal will not clear until movement occupies the circuit. This is necessary to allow for proper operation of Powell Street grade crossing warning devices and traffic signals.

Interlocking signal must not be requested until immediate movement is to be made. A proceed indication that is not used within three and one half minutes will time out to a Stop indication if CP Vancouver Terminal RTC has requested a signal on CP main track.

To cancel signal through interlocking, 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.

If stopped by a signal indicating STOP, and no conflicting movement is evident, a crew member must contact the CP Vancouver Terminal RTC. If unable to clear the signal, and permission has been received from the CP Vancouver Terminal RTC, CROR Rule 611 applies at the interlocking, and CROR Rule 104.2 applies at the dual control switch. Do not open the box marked "Switches" to operate the knife switch, nor place dual control switch in hand position without permission from CP Vancouver Terminal RTC.

If necessary to use the knife switch, unlock cabinet marked "Switches" and open knife switch. The required waiting period after opening knife switch is reduced to three minutes. After three minutes, operate dual control switch in accordance with CROR Rule 104.2, then close knife switch and lock cabinet.

If interlocking route is not requested or occupied, and dual control switch is in normal position, signals on CN switching lead will clear for lead route when movement activates circuit. If signals do not clear, use key controller to cancel a possible interlocking route request and wait one minute.

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 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 & General Notices | X | X | X |
| System Special Instructions | X | X | X |
| BNSF Signal Aspects and Indications | X | X | X |
| Hazardous Material Instructions | X | X | X |
| Craft-Specific Safety Rules | X | X | X |
| Air Brake & Train Handling Rules | X | O | X |
| 2000 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 |

When operating on CN property, employees must have the current CN Greater Vancouver Terminal Operating Manual and CN Pacific and Alberta Divisions Rule 83(c) Monthly Reissue of Operating Bulletins, and must ensure that there are no additional CN Operating Bulletins in effect that apply to their movement.

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 General 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 | North | N |
| Crossover XO | Northward | NWD |
| Dual Control Switch DCS | Siding | SDG |
| East E | South | S |
| Eastward EWD | Southward | SWD |
| Extra EX | Switch | SW |
| Head end restriction HER | West | W |
| July JUL | Westward | WWD |
| June JUN | Work Extra | WK EX |
| Main Track MT | Yard Limits | YL |
| Mile Post MP | Yardmaster | YM |

Rule 27—Not in effect on this subdivision. The following applies:

Except as shown in BNSF Signal Aspects and Indications, a fixed signal which is imperfectly displayed, or the absence of a fixed signal where one is usually displayed, must be regarded as the most restrictive indication that such signal is capable of displaying. An imperfectly displayed signal must be communicated to the proper authority as soon as possible. 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 train and engine movements operating on the New Westminster Subdivision, including territory governed by CROR Rule 105, 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 93.1—Applies at main track switch CN Jct.

Rule 104(b)—Main track switch CN Jct. may be left lined and locked in the reverse position.

Rule 132(b)—When communication is required to be in writing, directions (North, Northward, South, Southward, East, Eastward, West, Westward) must be pronounced, then spelled.

Rule 134—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. Psgr Extra VIA 6506 South.

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

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 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.

Rule 568—The following are non-electrically locked hand operated switches:

MP 151.6—East Track, Industrial spur

MP 145.1—West track, Pacbrew

MP 144.25—Main track, South end of yard lead New Westminster

MP 144.2—Main track, Labatt's Brewery

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—NWD only, Recall Code 807

B. Other TWD locations
MP 134.8—Recall Code 808
MP 137.3, DED—SWD only, Recall Code 807

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—Use ABTH Rule 104.14 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% | Piper to Sperling—0.5% |
| Brownsville—0.2% | Sperling to Willingdon Jct.—0.4% |
| New Westminster | Willingdon Jct. to Still Creek—0.8% |
| (Old Yard)—0.6% | Still Creek to CN Jct.—1.1% |

Public Crossings at Grade—All Public Crossings, BI Line, except in cases of emergency, all movements that are following another movement must not proceed closer than 1000 feet, to ensure proper operation of track circuits. Do not obstruct crossing until warning devices have been operating for at least 20 seconds.

Powell Street Crossing, BI Line, is equipped with warning devices consisting of roadway traffic signals and crossing bells. A white indicator light mounted on the signal housing indicates the operation of Powell Street roadway traffic stop signals. Do not obstruct the crossing until the white indicator light mounted on the signal housing is lit. If the indicator light

fails to operate continuously, the movement must stop short of Powell Street Crossing at a point where the leading trucks occupy the painted insulated joints adjacent to the crossing.

This will activate the white indicator light and roadway traffic signals. Do not obstruct the crossing until it is known that the warning devices have been operating for at least 20 seconds. If indicator light fails to operate, provide manual protection of the crossing per CROR Rule 103(g). Power failure will cause Powell Street traffic lights to be extinguished. A crossing circuit links the traffic light operation to the white indicator light. If the power supply is lost, the white indicator light no longer functions to indicate that traffic lights are aligned for the requested route. Crews will not receive the visual indication that traffic lights have stopped vehicular traffic, and must proceed over the crossing in accordance with CROR Rule 103(g).

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 | Cariboo 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 | |

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

CP Jct.—MP 145.3
Brownsville—MP 137.4

Federal Regulations

Employee Qualification—Employees whose duties involve the transportation of dangerous goods must carry a current BNSF Transportation of Dangerous Goods Certificate of Qualification while on duty and present it to a Transport Canada Officer upon request.

Illuminating Devices—Transport Canada requires that controlling locomotives be equipped with ditch lights.

Cabooseless Operation—Transport Canada requires that cabooseless 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:

- 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.
- 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 100.15. 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 100.15 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 100.15 air brake test is successfully completed.

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 must have permission from Canada Customs before any portion crosses the USA Canada Border. Conductor must furnish a copy of the wheel report to Canada Customs upon request, and accompany customs officers on a train inspection when asked to do so. Before departing the on-duty location, conductor will complete and fax Canada Customs Rail Crew Report to Swift, and will contact BNSF RTC New Westminster to have Daily Operating Bulletin(s) faxed to the on-duty location. When ready to depart Swift, crew will contact the BNSF RTC New Westminster on the radio to obtain a clearance.

Exception: Amtrak passenger trains will obtain a clearance from the BNSF RTC New Westminster by fax at Bellingham. If unable to obtain a clearance in this manner, contact the BNSF RTC New Westminster by radio before leaving Swift.

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

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 100.10.

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 Swift. 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.

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)
Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

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

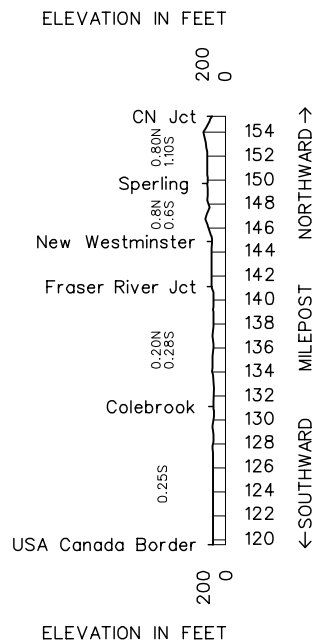
Line Segment Limits

- 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 |
| 66565 Roberts Bank (on BCR) | 15.5 from Colebrook | Yard | Both |

10. Grade Chart



| Length of Siding (Feet) | Station Nos. | Mile Post | Oregon Trunk Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. |
|-------------------------|--------------|------------|---|----------|---------------|--------------|--------------------|
| | | 0.2 | FALLBRIDGE | JT | | | 0.2 |
| | | 0.4 | MILEPOST 0.4 | | | | 0.6 |
| | 14002 | 1.0 | O T JCT | AJ | | | 4.4 |
| 4,399 | 14006 | 5.4 | MOODY | | | | 12.4 |
| 5,449 | 14018 | 17.8 | LOCKIT | | | | 8.1 |
| 2,554 | 14026 | 25.9 | DIKE | | | | 4.0 |
| 2,539 | 14030 | 29.9 | SINAMOX | | | | 9.3 |
| 6,292 | 14040 | 39.2 | OAKBROOK | | | | 15.0 |
| 1,280 | 14055 | 54.2 | MAUPIN | | | | 0.8 |
| 4,526 | 14056 | 55.1 | CAMBRAI | | ABS TWC | | 8.2 |
| 2,557 | 14064 | 63.3 | NENA | | | | 7.3 |
| 5,533 | 14071 | 70.6 | DIXON | | | 53 | 9.0 |
| 5,294 | 14080 | 79.6 | KASKELA | | | | 5.7 |
| 5,386 | 14086 | 85.3 | SOUTH JCT | | | | 8.2 |
| 1,746 | 14094 | 93.5 | GATEWAY | | | | 5.8 |
| 5,579 | 14100 | 99.3 | PAXTON | | | | 5.4 |
| 2,474 | 14105 | 104.7 | MADRAS | | | | 5.0 |
| 4,885 | 14110 | 109.7 | ROUND BUTTE | | | | 4.8 |
| 2,677 | 14115 | 114.5 | CULVER | | | | 6.6 |
| 5,570 | 14122 | 121.1 | OPAL CITY | | | | 7.9 |
| 2,548 | 14130 | 129.0 | TERREBONNE | | | | 2.8 |
| 4,202 | 14132 | 131.8 | PRINEVILLE JCT | J | | | 2.3 |
| 5,122 | 14135 | 134.1 | REDMOND | | | | 9.2 |
| 6,336 | 14144 | 143.3 | DESCHUTES | | | | 8.7 |
| 5,300 | 14152 | 152.0 0.0Z | BEND | BT | | | 2.0 |
| 5,200 | 14154 | 2.0Z | CASCAN | | | | 10.6 |
| 8,725 | 14165 | 12.6Z | LAVA | | TWC | 54 | 19.0 |
| 7,836 | 14184 | 31.6Z | BEAL | | | | 19.1 |
| 7,816 | 14203 | 50.7Z | ROSEDALE | | | | 17.1 |
| 8,339 | 14220 | 67.8Z | CHEMULT | J | | | 219.5 |

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

Radio Channel No. 66 in service.

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

| Radio Call-In | | |
|--|--------------------------------|-----------------------------------|
| Wishram-89(X) | Sinamox-74(X) | Oakbrook - 75(X) MP 30 - MP 45 |
| Maupin-10(X) | Dixon - 76(X) MP 63 - MP 75 | South Jct.-19(X) |
| Madras-12(X) | Redmond-13(X) | Bend - 14(X) |
| Lava - 43(X) | MP 37.5 - 15(X) | Chemult-31(X) |
| Klamath Falls-16(X) | | |
| Emergency - Call 911 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Numbers

8-234-6454, Mon-Fri 0430-2030

8-234-1605, Mon-Fri 2030-0430, Sat-Sun 24 Hrs.

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

| | |
|----------------------------|---------|
| MP 0.2 to MP 1.1 | 10 MPH. |
| MP 23.4 to MP 24.3 | 10 MPH. |
| MP 24.3 to MP 43.6 | 30 MPH. |
| MP 43.6 to MP 44.6 | 25 MPH. |
| MP 49.1 to MP 49.3 | 30 MPH. |
| MP 61.3 to MP 62.5 | 10 MPH. |
| MP 62.5 to MP 67.6 | 30 MPH. |
| MP 67.6 to MP 68.0 | 10 MPH. |
| MP 75.3 to MP 79.1 | 25 MPH. |
| MP 87.3 to MP 98.1 | 22 MPH. |
| MP 109.1 to MP 109.3 | 25 MPH. |
| MP 114.3 to MP 114.4 (HER) | 35 MPH. |
| MP 134.4 to MP 134.9 (HER) | 35 MPH. |
| MP 149.8 to MP 150.5 | 40 MPH. |
| MP 150.5 to MP 151.7 | 25 MPH. |
| MP 151.7 to MP 3.2Z | 40 MPH. |

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

1(D). Speed—Other

On sidings 10 MPH.

Item 1A of System Special Instructions APPLIES AND, is modified as follows:

Between Bend and Chemult, to control harmonic rocking, ALL trains which cannot maintain a minimum speed of 21 MPH, must immediately reduce speed to 13 MPH or less until movement can again exceed 21 MPH.

Hot Weather Speed Restrictions—When the ambient (air) temperature is in one of the following ranges, the applicable restrictions will apply:

| Temperature Range | Freight Trains Up to 100 TOB | Freight Trains 100 TOB & Over |
|-------------------|------------------------------|-------------------------------|
| 90 degrees & over | Maximum 40 MPH. | Maximum 35 MPH. |

EXCEPTION: The following locations have been identified as critical zones:

MP 0.2 - MP 109.7

Through the limits of these critical zones, when the ambient (air) temperature is in one of the following ranges, the applicable further restriction will apply:

| Temperature Range | Freight Trains Up to 100 TOB | Freight Trains 100 TOB & Over |
|--------------------|------------------------------|-------------------------------|
| 100 degrees & over | Maximum 25 MPH. | Maximum 25 MPH. |

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:

- 40 MPH for trains exceeding 100 tons per operative brake
- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

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

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

Fallbridge to Chemult 143 tons, Restriction B

Six-axle locomotives and six-axle derricks:

Madras—not permitted West of the Lumber Lead Bridge.

Redmond—permitted only on the pass, new storage and Ferrell Gas Tracks.

Bend—not permitted on Haines, Drill and Mill spurs.

3. Type of Operation

ABS—in effect:

MP 0.2 to MP 149.8

TWC—in effect:

MP 0.2 to MP 67.8Z

Interlockings and Drawbridges not Indicated at Station—

Columbia River Drawbridge MP 0.6 is controlled by automatic interlocking.

Northward trains must contact the bridge tender on Bridge 1 at Pasco to determine if river traffic is clear before passing the first northward absolute signal (UPRR signal mast) at OT Junction. After stopping short of the first northward absolute signal at OT Junction, be governed by instructions posted in box or the telephone booth located at MP 1.8. At OT Junction, a duplicate yellow light has been installed on the east side of the signal case for movement through the automatic interlocking per the posted instructions.

Southward trains must not enter the draw span 75 foot approach circuit until advised by the Bridgetender on Bridge 1 at Pasco that river traffic is clear. If unable to contact the Bridgetender, be governed by the instructions posted both on the control box and in telephone booth at MP 0.4.

Bridge must not be lowered by maintenance personnel or the 75 ft. approach circuit occupied until advised by the Bridgetender on Bridge 1 at Pasco that river traffic is clear. After advised by the Bridgetender, or if unable to make contact via radio, be governed by instructions posted on Maintenance of Way control boxes located on each end of the drawspan.

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

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

4. General Code of Operating Rules Items

Rule 6.10—In addition to the requirements of General Code of Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

- After passing the last station, but at least 2 miles from the limits of authority granted by a Track Warrant, the Conductor must review Track Warrant(s) that his/her train is operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

- Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Warrant(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items listed on the Track

Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

Upon completion of tour of duty, arrange to submit all Track Warrants and Signal/Switch Awareness Forms to proper authority.

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

Rule 6.28—Rule 6.28 is in effect on the East Leg of the Wye at Fallbridge, between the Fallbridge Subdivision and MP 0.4.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 21.8—Recall Code 748

MP 50.4—Recall Code 108

MP 74.8—Recall Code 198

MP 85.0—DED/Exception Reporting

MP 90.0—DED/Exception Reporting

MP 95.0—DED/Exception Reporting

MP 100.0—DED/Exception Reporting

MP 107.2—Recall Code 128

MP 137.0—Recall Code 138

MP 26.0Z—Recall Code 148

MP 59.3Z—Recall Code 257

6. FRA Excepted Track—None

7. Special Conditions

Between OT Jct. AND Chemult—Loaded garbage trains, loaded unit grain trains, loaded beet trains or freight trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

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

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

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

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

South Jct. to Madras—The following tonnage limits are in effect for southward trains:

Manifest/Intermodal Trains:

Without distributed power/helpers—7,000 tons

With helpers/distributed power on rear—9,500 tons

With helpers/distributed power cut in—12,000 tons

Loaded Unit bulk Commodity Trains, same as above, except:

With helpers/distributed power cut in—15,000 tons

Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

Cascan—When parking their train northward trains must pull all the way to the fluorescent red line at the north end of the yard, or further, to ensure that the lead and switches are not fouled.

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

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

Flash Flood Warnings— Refer to Item 33, System Special Instructions. The following location on this subdivision have been identified as "critical areas":
MP 6 to MP 85

RoadRailer Equipment—Train total trailing tonnage must not exceed 3000 tons.

Additional Restrictions Train Tonnage:

0-1500 Tons—No Restrictions

Over 1500 Tons—No more than 1500 trailing tons behind any RoadRailer unit weighing 28 tons or less.

Note: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

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

| | | |
|------------|-----------------|-----------|
| Moody | Madras | Deschutes |
| Sherar | Round Butte | Bend |
| Maupin | Culver | Cascan |
| Kaskela | Opal City | Lava |
| South Jct. | Terrebonne | Beal |
| Gateway | Prineville Jct. | Rosedale |
| Paxton | Redmond | Chemult |

Close Clearance—May exist on all auxiliary tracks. The following switching procedures will apply on tracks identified to have track centers of 13 feet or less:

When working around areas that have been identified having close clearance conditions, before fouling those areas all movements are to be stopped and all crew members accounted for before completing the switching move. Riding the side of cars is prohibited unless the adjacent track is known to be clear. It is the responsibility of each crew member to review close clearance locations within their area of work prior to the start of the work process.

The Following tracks have been identified to have track centers of 13 feet or less:

At Wishram:

Between tracks 6502 and 6503

Between tracks 6503 and 6504

At Bend:

Between tracks 8041 and 8042

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Test Mile Locations

SWD: MP 7.0 to MP 8.0

MP 6.0Z to MP 7.0Z.

NWD: MP 63.0Z to MP 62.0Z.

8. Line Segments

Road Line Segments

Line Segment Limits

53 Fallbridge to Bend

54 Bend to Chemult

455 MP 0.0 to MP 0.21

Yard Line Segments

Line Segment Limits

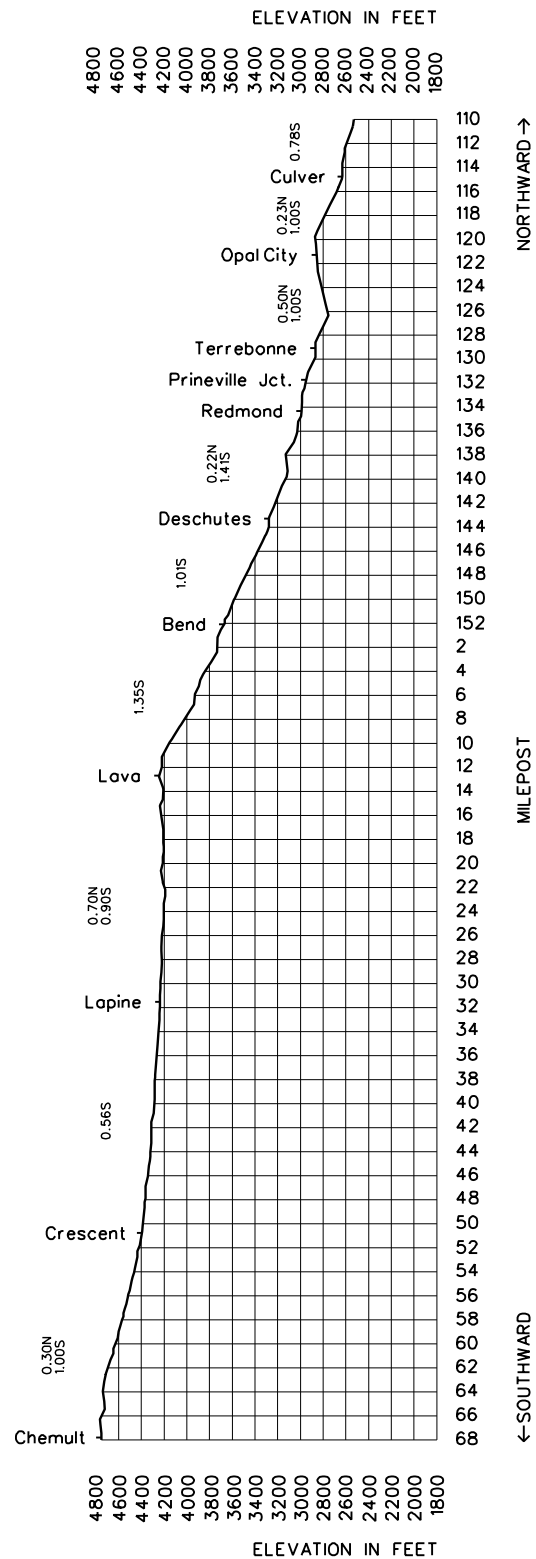
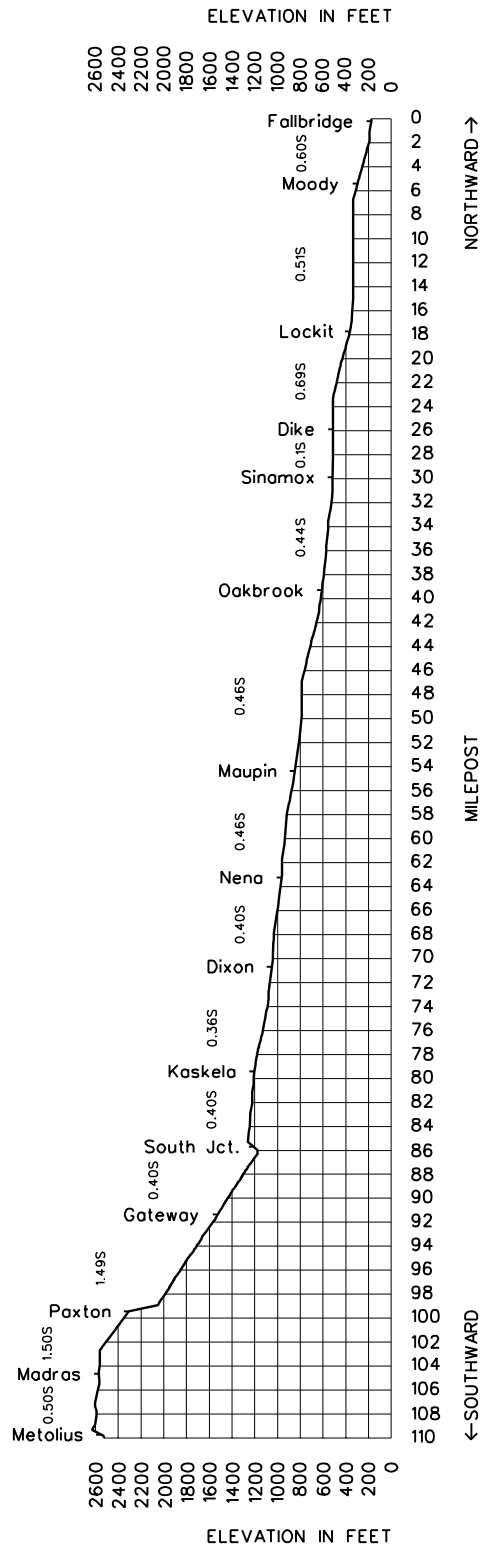
637 Bend O.T.

638 Cascan

9. Locations Not Shown as Stations

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

10. Grade Chart



| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Scenic Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|------------------|---|-------------|---------------------|-----------------|-----------------------------|-------------------|
| | | 02044 | 1650.2 | WENATCHEE | BY | 2MT ABS | 37 | 2.7 | |
| | | | 1652.9 | OLDS JCT. | JY | 2MT/CTC | | 8.3 | |
| | 8,049 | 02056 | 1661.2 | CASHMERE | | | | 11.0 | |
| | 7,905 | 02067 | 1672.2 | LEAVENWORTH | | | | 14.7 | |
| | 10,978 | 02081 | 1686.9 | WINTON | | | | 5.5 | |
| | 6,729 | 02087 | 1692.4 | MERRITT | T | | | 6.1 | |
| | 12,323 | 02094 | 1698.5 | BERNE | | | | 11.0 | |
| | 9,259 | 02103 | 1709.5 1720.5 | SCENIC | | | | 11.8 | |
| | 8,949 | 02116 | 1732.3 | SKYKOMISH | T | | | 7.2 | |
| | 10,099 | 02124 | 1739.5 | BARING | | CTC | | 16.2 | |
| | 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 | |
| | 7,140 | 02163 | 1781.2 | LOWELL | J | | 50 | 1.3 | |
| | | 02165 | 1782.5 | PA JCT. | JX | | | 0.2 | |
| | | 02166 | 1782.7 | EVERETT | B | | | 0.2 | |
| | | | 1782.9 | BROADWAY | | | | 1.8 | |
| | | 02169 | 1784.7 32.2 | EVERETT JCT. | JX | | | 0.8 | |
| | | | 31.4 | HOWARTH PARK | | 2MT CTC | | 2.9 | |
| | | 02172 | 28.5 | MUKILTEO | | | | 0.7 | |
| | | | 27.8 | MP 28 | | CTC | | 0.8 | |
| | | | 27.1 | MP 27 | | 2MT CTC | | 9.3 | |
| | | | 17.8 | MP 18 | | CTC | | 0.3 | |
| | | 02182 | 17.6 | EDMONDS | | | | 1.7 | |
| | | | 15.9 | MP 16 | | 2MT CTC | | 8.2 | |
| | | | 7.7 | MP 8 | Y | ABS OCS | | 0.3 | |
| | | | 7.4 | MP 7 | MY | | | 0.9 | |
| | | 02193 | 6.5 | BALLARD | Y | 2MT ABS OCS | | 0.2 | |
| | | | 6.3 | BRIDGE 6.3 | MY | | | 0.9 | |
| | | | 5.4 | MP 5.4 | MY | | | 0.5 | |
| | | 02195 | 4.9 | INTERBAY (Balmer Yard) | BMTY | ABS OCS | | 1.5 | |
| | | | 3.4 | GALER STREET | MX(2)Y | 2MT/ABS OCS | | 1.8 | |
| | | | 1.6 | NORTH PORTAL | X(2)Y | | | 1.5 | |
| | | | 0.1 | SOUTH PORTAL | X | 2MT CTC | | 0.1 | |
| | | 02200 | 0.0 | SEATTLE (King St. Station) | B | | | 155.7 | |

Radio Channel No. 66 in service Wenatchee to MP 8.0.

Radio Channel No. 70 in service MP 8.0 to Seattle.

Bayside Yard at Everett is assigned Channel 14. All Bayside Switch Jobs and Yardmasters will operate on this channel. Yardmaster will monitor Channel 66 and North Branch Channel 76. 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) | Index - 39(X) |
| Monroe - 32(X) | Everett - 34(X) | Mukilteo - 35(X) |
| Richmond Beach - 36(X) | Emergency - Call 911 | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Numbers

Seattle East—8-234-1615

Seattle Terminal Dispatcher 8-234-1613

Bridge 6.3 Ballard—8-784-2976

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|------------------------------|-----------|---------|
| MP 1650.2 to MP 1783.9 | 79 MPH. | 50 MPH. |
| MP 1783.9 to MP 0.0 | 60 MPH. | 50 MPH. |
| Amtrak Talgo Trains | 79 MPH. | |

1(B). Speed—Permanent Restrictions

| | | |
|-------------------------------------|---------|---------|
| MP 1650.2 to MP 1652.9 Main 1 | 25 MPH. | 25 MPH. |
| MP 1650.2 to MP 1651.1 Main 2 | 35 MPH. | 35 MPH. |
| MP 1651.1 to MP 1652.9 Main 2 | 50 MPH. | 45 MPH. |
| MP 1652.9 to MP 1658.7 | 50 MPH. | 45 MPH. |
| MP 1658.7 to MP 1661.7 | 40 MPH. | 40 MPH. |
| MP 1661.7 to MP 1669.2 | 40 MPH. | 35 MPH. |
| MP 1669.2 to MP 1680.1 | 55 MPH. | 45 MPH. |
| MP 1680.1 to MP 1680.6 | 25 MPH. | 25 MPH. |
| MP 1680.6 to MP 1682.7 | 55 MPH. | 45 MPH. |
| MP 1682.7 to MP 1693.2 | 50 MPH. | 45 MPH. |
| MP 1693.2 to MP 1721.2 | 30 MPH. | 25 MPH. |
| MP 1721.2 to MP 1730.0 | 25 MPH. | 20 MPH. |
| MP 1730.0 to MP 1732.6 | 30 MPH. | 25 MPH. |
| MP 1732.6 to MP 1734.7 | 45 MPH. | 40 MPH. |
| MP 1734.7 to MP 1737.4 | 45 MPH. | 45 MPH. |
| MP 1737.4 to MP 1740.6 | 50 MPH. | 45 MPH. |
| MP 1740.6 to MP 1749.0 | 40 MPH. | 40 MPH. |
| MP 1749.0 to MP 1751.5 | 50 MPH. | 45 MPH. |
| MP 1751.5 to MP 1756.7 | 70 MPH. | 50 MPH. |
| MP 1756.7 to MP 1757.6 | 50 MPH. | 50 MPH. |
| MP 1757.6 to MP 1760.5 | 65 MPH. | 50 MPH. |
| MP 1760.5 to MP 1763.0 | 50 MPH. | 50 MPH. |
| MP 1763.0 to MP 1768.4 | 50 MPH. | 45 MPH. |
| MP 1768.4 to MP 1770.7 | 45 MPH. | 45 MPH. |
| MP 1770.7 to MP 1774.8 | 70 MPH. | 50 MPH. |
| MP 1774.8 to MP 1775.4 | 60 MPH. | 45 MPH. |
| MP 1775.4 to MP 1775.6 | 50 MPH. | 45 MPH. |
| MP 1775.6 to MP 1778.8 | 70 MPH. | 50 MPH. |
| MP 1778.8 to MP 1780.7 | 60 MPH. | 50 MPH. |
| MP 1780.7 to MP 1782.9 | 40 MPH. | 40 MPH. |
| MP 1782.9 to MP 1783.1 | 25 MPH. | 25 MPH. |
| MP 1783.1 to MP 32.0 | 30 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 6.4 | 30 MPH. | 20 MPH. |
| MP 6.4 to MP 6.1 | 20 MPH. | 20 MPH. |
| MP 6.1 to MP 5.9 | 30 MPH. | 20 MPH. |
| MP 5.9 to MP 3.4 | 40 MPH. | 35 MPH. |
| MP 3.4 to MP 1.9 | 60 MPH. | 35 MPH. |
| MP 1.9 to MP 0.0 | 30 MPH. | 20 MPH. |

Amtrak Talgo Maximum Speeds

| | Passenger |
|------------------------------|-----------|
| MP 1782.4 to MP 1782.9 | 40 MPH. |
| MP 1782.9 to MP 32.0 | 33 MPH. |
| MP 32.0 to MP 29.2 | 63 MPH. |
| MP 29.2 to MP 28.1 | 55 MPH. |
| MP 28.1 to MP 26.9 | 45 MPH. |
| MP 26.9 to MP 25.8 | 63 MPH. |
| MP 25.8 to MP 22.0 | 55 MPH. |
| MP 22.0 to MP 20.0 | 50 MPH. |
| MP 20.0 to MP 17.0 | 60 MPH. |
| MP 17.0 to MP 16.7 | 50 MPH. |
| MP 16.7 to MP 13.2 | 55 MPH. |
| MP 13.2 to MP 11.5 | 60 MPH. |
| MP 11.5 to MP 8.8 | 55 MPH. |
| MP 8.8 to MP 6.6 | 50 MPH. |

| AmtrakTalgo Maximum Speeds | Passenger |
|----------------------------------|-----------|
| MP 6.6 to MP 6.4 | 30 MPH. |
| MP 6.4 to MP 6.1 | 20 MPH. |
| MP 6.1 to MP 5.9 | 30 MPH. |
| MP 5.9 to MP 3.4 | 45 MPH. |
| MP 3.4 to MP 1.9 | 60 MPH. |
| MP 1.9 to MP 0.0 | 30 MPH. |

1(C). Speed—Switches and Turnouts

| | Passenger | Freight |
|--|-----------|---------|
| Through dual control turnouts at the following locations: | | |
| Olds Jct. | 25 MPH. | 25 MPH. |
| Cashmere, Leavenworth, Winton, Merritt, Berne | 30 MPH. | 25 MPH. |
| Scenic, Skykomish, Baring, Gold Bar, Monroe | 20 MPH. | 20 MPH. |
| Snohomish Jct. West | 12 MPH. | 12 MPH. |
| Lowell Jct. | 10 MPH. | 10 MPH. |
| PA Jct. | 30 MPH. | 25 MPH. |
| Broadway | 25 MPH. | 25 MPH. |
| Everett Jct. | 25 MPH. | 25 MPH. |
| Howarth Park | 35 MPH. | 35 MPH. |
| Mukilteo | 30 MPH. | 30 MPH. |
| MP 28, MP 27, MP 18, MP 16, MP 8, MP 7, MP 5.4, 23rd Ave., Galer St. | 35 MPH. | 35 MPH. |
| South Portal | 30 MPH. | 20 MPH. |

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

1(D). Speed—Other

| | |
|---|-------------------|
| Trains 143 TOB and greater on descending grades: | |
| MP 1700.0 to MP 1731.0, WWD | 15 MPH. |
| MP 1700.0 to MP 1693.0, EWD | 15 MPH. |
| Cascade Tunnel—Eastward Freight Trains | |
| passing signal 1700.6 with other than clear aspect | |
| under 100 TOB | 20 MPH. |
| over 100 TOB | 15 MPH. |
| Everett—Commuter station spur | 20 MPH. |
| Everett Pier to Mukilteo, while handling 24-foot hi-wide Boeing Container cars | Restricted Speed. |
| Mukilteo MP 29.0 to MP 27.0 (HER) | 30 MPH. |
| Trains entering or leaving Oroville Branch at | |
| Olds Jct. control point | 20 MPH. |
| Ballard Low Line | 5 MPH. |
| Ballard—Over Bridge 6.3 | 20 MPH. |
| Seattle—Over public crossings | 20 MPH. |

Temperature Restrictions

When ambient temperatures between Wenatchee and the East Portal, Cascade Tunnel at Berne exceeds 90 degrees Fahrenheit, the maximum speed for trains is 60 MPH passenger and 50 freight. In addition, trains exceeding 100 TOB must not exceed 35 MPH.

When ambient temperatures between the West Portal, Cascade Tunnel at Scenic and Seattle exceeds 85 degrees Fahrenheit, the maximum speed for trains is 60 MPH passenger and 50 MPH freight. In addition, trains exceeding 100 TOB must not exceed 35 MPH.

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

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

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 the Dyke Team Track.

3. Type of Operation**CTC—in effect:**

MP 1652.8 to MP 7.7

MP 1.4 to MP 0.0

ABS—in effect:

MP 1650.2 to MP 1652.8

MP 7.7 to MP 1.4

Two Main Tracks—

MP 1650.2 to MP 1652.9

MP 32.2 to MP 27.8

MP 27.1 to MP 17.8

MP 15.9 to MP 7.7

MP 7.4 to MP 5.4

MP 3.4 to MP 0.0

Occupancy Control System—in effect:

MP 7.7 to MP 1.4

Yard Limits—in effect:

MP 1650.2 to MP 1652.8

Trains and engines must obtain permission from the Wenatchee Yardmaster or other designated employee before entering these limits.

MP 7.7 to MP 1.4

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

Manual Interlockings Not Using Track and Time (Rule

10.3) to Protect MW Employees—MP 8, MP 7, Bridge 6.3, MP 5.4, 23rd Ave, MP 4.0, and Galer Street—Maintenance of Way employees may occupy interlockings on OCS authority from the train dispatcher.

A. The Movement of Hyrail and On-track Equipment

Drawbridge 6.3—Maintenance of way employees may occupy interlocking on OCS authority from train dispatcher but must obtain verbal permission from bridge tender. Bridge Tender must provide protection for movement until Maintenance of Way employee has reported clear of the limits of the bridge interlocking.

B. Entering the Limits of Ballard Bridge, for inspection or minor work—Maintenance of way employees may occupy interlocking on OCS authority from train dispatcher but must obtain verbal permission from bridge tender. Bridge Tender must provide protection for Maintenance of Way employee until employee has reported clear of the limits of the bridge interlocking.

C. All other work within the Limits of Ballard Bridge Interlocking—OCS must be obtained from the dispatcher and protection provided by the bridge tender.

D. Entering the Limits of the Ballard Bridge Interlocking to get to the Bridge Tender's Hut or for Shift change—Bridge Tender must be contacted to request verbal permission prior to entering the limits of the Ballard Bridge interlocking. Bridge Tender will assure protection to allow entrance to the limits of the interlocking and passage to the Bridge Tender Hut. Blocking the control panel for main 1 and main 2 will provide protection.

E. Ballard Bridge Log Book for recording Protection provided by the Bridge Tender—The Bridge Tender when providing protection on the Bridge must record in writing and do the following:

1. Name of person requesting protection.
2. Date and time of request.
3. What protection is being provided, i.e. bridge, locking, main 1 blocking, main 2 blocking or a combination of the three.
4. If OCS is required, ascertain if the person requesting the protection has an OCS permit.
5. Place the appropriate key(s) in the logbook.
6. Initial protection provided.
7. Give requesting party verbal verification of protection.
8. Date and time of reporting clear. The person requesting protection of the Bridge Tender must not consider protection in place until the bridge tender has given verbal permission to enter the limits of the Ballard Bridge Interlocking.

Interlockings Not Indicated at Station—MP 4.0—Manual interlocking.

MP 5.4—Manual Interlocking

23rd Avenue—Manual Interlocking

4. General Code of Operating Rules Items

Rule 1.47—For Seattle Sounder operations only, when a signal requires the train to stop at or pass the next signal at restricted speed, the engineer must communicate this fact, including the track designation if on multiple tracks, to a designated member of the crew and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 5.8.1/Rule 5.8.2—Seattle, King Street Station—When initiating movement, passing or approaching platform: Engine or cab bell must be rung. Do not sound whistle signals unless emergency or to warn employees.

Rule 5.8.2—Due to quiet zone designation between MP 1650.4 and MP 1652.4 and between MP 2.0 and MP 1.0, requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

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

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

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

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

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

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

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

Rule 10.2—The Cascade Lumber switch, 0.4 miles west of P.A. Jct., is not equipped with an electric lock.

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 9.7—DED—WWD—Recall Code 548
 - MP 6.0—DED—EWD—Main 2
 - MP 1661.6—DED—WWD—Recall Code 297
 - MP 1695.1—DED—Recall Code 307
 - MP 1697.3—DED—Recall Code 309
 - MP 1721.2—DED—EWD—Recall Code 317
 - MP 1725.5—DED—WWD—Recall Code 728
 - MP 1730.7—DED—EWD—Recall Code 738
 - MP 1740.5—DED—Recall Code 319
 - MP 1751.9—DED—Recall Code 337
 - MP 1771.1—DED—WWD—Recall Code 329
 - MP 1778.6—DED—EWD—Recall Code 338
- B. Other TWD locations
 - MP 1654.7—Recall Code 278
 - MP 1661.6—DED—EWD—Recall Code 297
 - MP 1668.2—Recall Code 298
 - MP 1673.0—DED Exception Reporting
 - MP 1677.2—DED Exception Reporting
 - MP 1683.7—DED Exception Reporting
 - MP 1690.0—Recall Code 308
 - MP 1721.2—DED—WWD—Recall Code 317
 - MP 1725.5—DED EWD—Recall Code 728
 - MP 1730.7—DED—WWD—Recall Code 738
 - MP 1735.0—Recall Code 318
 - MP 1745.7—DED Exception Reporting
 - MP 1756.8—DED Exception Reporting
 - MP 1762.0—Recall Code 308
 - MP 1771.1—DED—EWD—Recall Code 329
 - MP 1776.2—Recall Code 348
 - MP 1765.8—DED Exception Reporting
 - MP 1778.6—DED—WWD—Recall Code 338
 - MP 27.2—Recall Code 358
 - MP 17.1—Recall Code 368
 - MP 9.7—DED—EWD—Recall Code 548

6. FRA Excepted Track

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

7. Special Conditions

Wenatchee—All eastbound trains must clear 9th Street Crossing, MP 1651.3. Distance between 9th Street and crossover No. 6 is 6,400 feet. When trains must pick up or set out power and cannot clear 9th Street crossing, they must use the East House Lead Switch at MP 1649.52. Distance between 9th Street and East House Lead is 9,300 feet.

Everett—Track 104, Mill A Track Loading Dock on north side will not clear a man on side of car.

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."

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

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.

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

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

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.

The maximum number of powered axles in head end consist ascending mountain grade must not exceed 36.

The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades - MP 1731.3 to MP 1709.0 and MP 1700.5 to MP 1694.5.

ABTH Rule 102.12.6 Distributed Power/Helper Limitations and Placement, the following exception applies:

H EVESPO, H EVEPAS, and M SPOEVE symbolized trains are exempt from the formula for helper position requirements. DP/Helper consists must be cut in not less than one half the rated tonnage, nor more than the full rated tonnage of the consist.

Locomotive Ratings to be Utilized for Helper Placement Only—DC Locomotives:

1500-2999 hp = 1000 tons
3000-3999 hp = 1500 tons
4000 hp + = 2000 tons

AC Locomotives = 2500 tons

Train Size/Coupler Capacity Limitations Between Merritt and Skykomish—For the purpose of identifying coupler capacity limitations on the Scenic Subdivision:

Grade C equipment (General Service) is rated at 4,800 tons
Grade E equipment is rated at 6,000 tons

Doublestack equipment and Boeing cars will be considered to be equipped with Grade E equipment for the purpose of coupler capacity limitations. All other car types will be considered Grade C equipment in the application of the following instructions.

If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.

NOTE: The term "helpers", in instructions below applies to

both manned helper and distributed power remote locomotive consists. All length limitations exclude locomotives.

Train Length/Coupler Capacity Limitation Without Helpers

Grade C Equipment - 4,800 tons, 7,000 feet
All Grade E Equipment or Mixed Grade C and E - 6,000 tons, 7,000 feet (All Grade C equipment must be placed so that is has no more than 4,800 trailing tons.)

Except Westbound Intermodal trains, maximum total train length including power must not exceed 8,000 feet.

Train Length/Coupler Capacity Limitation With Helpers—9,600 tons and 7,700 feet

EXCEPTION: 7,700 feet limitation does not apply to Distributed Power trains.

NOTE: Coupler capacity limits above for non-helper trains apply to trailing tonnage behind helper placement.

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 counterclockwise 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 Restricting 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. Survivair SCBA System—Employees in train operations must have received training on the operation of the Survivair SCBA System prior to operating/working trains through the Cascade Tunnel.

Chart A

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

- I. Survivair SCBA Equipment must be checked out by qualified crew members of trains running through the Cascade Tunnel, at check out locations at Balmer yard or Wenatchee before leaving, and must be immediately accessible while in the Cascade Tunnel.

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

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

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

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

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

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

- K. When necessary to set out bad order cars at Scenic or Berne, see that clamps are properly secured and blocked to the rail on 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
(See **Chart C**)

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

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

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

There are two separate radio systems in the Cascade Tunnel. UHF for EOT, DP and VHF for voice radios. There are three ways to communicate via the VHF:

1. Dispatcher mainline radio Tx66/Rx66
2. Tunnel radio Tx66/Rx18
3. Blue MRAS Tx97/Rx34, phone 8-664-2201

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

ETD and HTD Failures—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 entire train exits the Cascade Tunnel. If communications between HTD/EOT is lost enroute, the train must not pass Merritt (westbound) or Skykomish (eastbound) until communication is reestablished. 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 as well as Mechanical Help Desk with failure information.

Minimum Dynamic Brake Requirements

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

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

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

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

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.

Critical Areas—Locations identified as "Critical Areas" (See System Special Instruction 33, Flash Flood Warnings).

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

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 1777.2 to MP 1778.2
MP 24.0 to MP 25.0
MP 13.0 to MP 14.0

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 when:

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

Automatic Equipment Identification Locations

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

Locations Having Individually Controlled Crossover Switches—

South Portal
PA Jct.

Locations Approved for Gravity Drop Movements

Interbay Yard

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Exception: Due to radio congestion, transmission will not be made between MP 0.0 and MP 8.0.

8. Line Segments

Yard Line Segments

Line Segment Limits

470 Balmer Hump Yard
620 Balmer Yard
656 Wenatchee

Road Line Segments

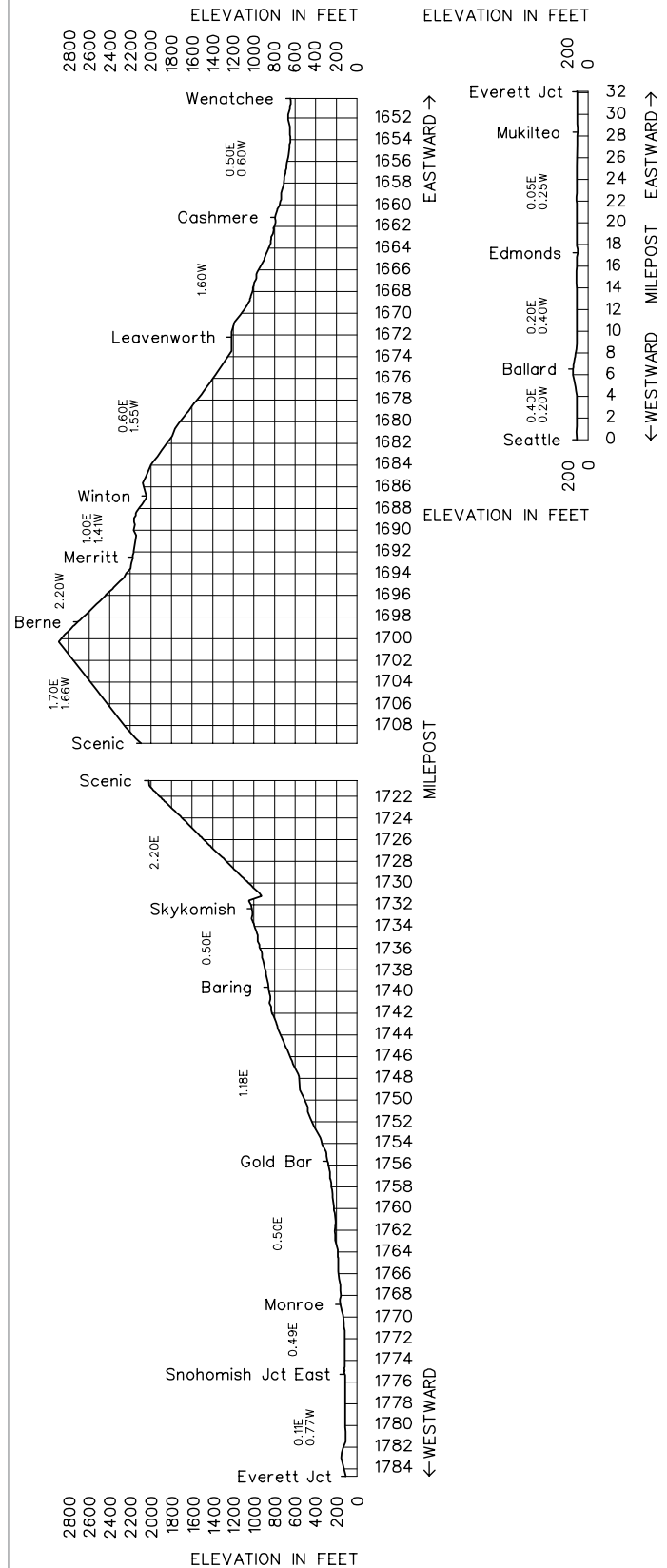
Line Segment Limits

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 |
| 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 |

10. Grade Chart



| SOUTHWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Seattle Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Strn. | NORTHWARD ↑ |
|----------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-------------------------------|----------------|
| | | | | | | | | | |
| | | 02200 02201 | 0.0X | SEATTLE (King St. Station) | BX(2) | 2MT CTC | 51 | 2.1 | |
| | | | 2.1X | SPOKANE STREET | TX(2) | 3MT CTC | | 0.4 | |
| | | | 2.5X | COACH WYE (Lander Main) | T | | | 0.7 | |
| | | | 3.2X | LUCILE | X | | | 0.1 | |
| | | 02203 | 3.3X | ARGO | X(2) | 2MT CTC | | 0.3 | |
| | | | 3.6X | BAILEY | X(2) | 3 MT CTC | | MT1-0.6 MT2-2.7 MT3-1.8 | |
| | | | 4.2X | GEORGETOWN (Main 1) | X | | | MT1-2.1 | |
| 7,760(3) | | | 5.4X | VAN ASSELT (Main 3) | | | | MT3-0.9 | |
| | | 02207 | 6.3X | RHODES | X(2) | | | 0.3 | |
| | | | 6.6X | BOEING | X(2) | | | MT1-3.0 MT2-3.4 MT3-2.9 | |
| | | | 9.5X | RENTON JCT. (Main 3) | J | | | MT3-0.5 | |
| | | 16001 | 9.6X | SOUTH SEATTLE (Main 1) | B | | | MT1-0.4 | |
| | | 16004 | 10.0X | BLACK RIVER | X(2) | | | 0.3 | |
| | | | 10.3X | CP TUKWILA | JX | | | 0.5 | |
| | | | 10.8X | TUKWILA | | | | 0.5 | |
| 9,170(2) | | 16005 | 11.3X | GLACIER PARK | X | 2MT CTC | 51 | MT1-2.8 MT2-2.0 | |
| | | 16006 | 13.3X | ORILLIA (Main 2) | TX(2) | | | MT2-2.4 | |
| | | | 15.7X | JAMES STREET (Main 2) | | | | MT2-0.4 | |
| | | 16010 | 16.1X | KENT | | | | 0.8 | |
| | | | 16.9X | WILLIS | X(2) | | | 4.1 | |
| | | | 21.0X | AUBURN NORTH | X(2) | | | 0.5 | |
| | | | 21.5X | AUBURN | | | | MT1-2.5 MT2-0.1 | |
| | | | 21.6X | RAINIER (Main 2) | JT | | | MT2-0.2 | |
| | | 16014 | 21.8X | AUBURN YARD (Main 2) | X | | | MT2-2.0 | |
| 9,240(2) | | | 23.8X | ELLINGSON (Main 2) | | | | MT2-0.2 | |
| | | | 24.0X | PACIFIC | X(2) | 3 MT CTC | 52 | 5.0 | |
| | | 16021 | 29.0X | SUMNER | | | | 0.7 | |
| | | | 29.7X | CP SUMNER | X(2) | | | 0.9 | |
| | | 16022 | 30.6X | MEEKER | J | | | 1.3 | |
| | | 16023 | 31.9X | PUYALLUP | | | | 2.1 | |
| | | | 34.0X | STEWART | X(2) | | | 3.8 | |
| | | | 37.8X | CLEAR CREEK | X | | | 0.4 | |
| | | | 38.2X | TR JCT. | JX | | | 0.2 | |
| | | 16029 | 38.4X | RESERVATION (Tacoma Main) | JX | | | 0.2 | |
| | | | 38.6X | BAY STREET | X(2)Y | | | 0.4 | |
| | | | 39.0X | RIVER STREET | MX | 0.3 | | | |
| | | 16031 | 39.3X | TACOMA | BTY | 2MT ABS OCS | | 0.8 | |
| | | | 40.1X 0.0 | 21ST STREET | MX(2)Y | 2MT CTC | | 0.5 | |
| | | | 0.5 | 11TH STREET | Y | | | 2.7 | |
| | | | 3.2 | HARBOR | X(2) | | | 1.9 | |
| | | 16038 | 5.1 | RUSTON | | | | 1.6 | |
| | | 16040 | 6.7 | NELSON BENNETT | | | | 3.3 | |
| 4,500(2) | | 16043 | 10.0 | TITLOW | | 2MT CTC | | 3.5 | |
| | | 16046 | 13.5 | PIONEER | X(2) | | | 0.9 | |
| | | 16048 | 14.4 | WEST TACOMA | M | | | 10.1 | |
| | | 16057 | 24.5 | NISQUALLY (To Lakeview 11.5) | JX(2) | | | 3.7 | |
| | | 16061 | 28.2 | SAINT CLAIR | | | | 4.0 | |
| | | | 32.2 | CENTENNIAL | | | | 2.7 | |

| 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 |
|----------------|----------------------------------|-----------------|---------------|---|-------------|---------------------|-----------------|-----------------------------|----------------|
| | | | | | | | | | |
| | | 16068 | 34.9 | EAST OLYMPIA | JT | 2MT CTC | 52 | 2.6 | |
| | | | 37.5 | PLUMB | X(2) | | | 12.0 | |
| | | 16084 | 49.5 | WABASH | X(2) | | | MT1-3.0 MT2-4.5 | |
| | | | 52.5 | CENTRALIA NORTH (Main 1) | | | | MT1-1.5 | |
| | | | 54.0 | CENTRALIA | BJTX | | | 1.8 | |
| | | | 55.8 | CENTRALIA SOUTH | X(2) | | | 1.9 | |
| | | | 57.7 | CHEHALIS | | | | 1.0 | |
| | | | 58.7 | CHEHALIS JCT. | X(2) | | | 7.5 | |
| | | | 66.2 | NAPAVINE SOUTH | X(2) | | | 10.8 | |
| (2)4,900 | 16111 | 77.0 | VADER | X(2) | 8.0 | | | | |
| | | | 85.0 | MP 85 | X(2) | | | 8.4 | |
| | | | 93.4 | OSTRANDER | X(2) | | | 2.4 | |
| (2)2,280 | 16128 | 95.8 | ROCKY POINT | | 1.5 | | | | |
| (1)5,100 | 16130 | 97.3 | KELSO | | 1.6 | | | | |
| | | | 98.9 | KELSO SOUTH | X(2) | | | 2.2 | |
| (1)9,382 | 16134 | 101.1 | LONGVIEW JCT. | BJTX | 1.5 | | | | |
| | | | 102.6 | LONGVIEW JCT. S | X(2) | | | 4.9 | |
| 2,835 | 16140 | 107.5 | KALAMA | | 3.4 | | | | |
| | | | 110.9 | MP 111 | X(2) | | | 7.4 | |
| | | 16150 | 118.3 | WOODLAND | X(2) | | | 3.7 | |
| (2)4,700 | 16155 | 122.0 | RIDGEFIELD | | 2MT CTC | 52 | 1.6 | | |
| | | | 123.6 | RIDGEFIELD SOUTH | | | X(2) | 7.1 | |
| | | | 130.7 | FELIDA | | | X(2) | 1.8 | |
| | | | 132.5 | VANCOUVER JCT. N | | | X(2) | 0.5 | |
| | | 16166 | 133.0 | RYE JCT. | | | | 3.5 | |
| | | 12365 | 136.5 | VANCOUVER | BMJTX(2) | | 176.6 | | |

Radio Channel No. 70 in Service Seattle to Tukwila.

Radio Channel No. 87 in Service Tukwila to Nisqually.

Radio Channel No. 66 in Service Nisqually to Vancouver Jct N

Radio Channel No. 76 in service Vancouver Jct N to Vancouver.

UPRR Base Channel No. 2 in service Tacoma to Vancouver.

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

Train Dispatcher Telephone Numbers

Seattle Terminal Dispatcher—817-234-1613

Seattle East Dispatcher—817-234-1615

Centralia North Dispatcher—817-234-1623

Centralia South Dispatcher—817-234-1621

Vancouver Terminal Dispatcher—817-234-6125

UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations**1(A). Speed—Maximum**

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

1(B). Speed—Permanent Restrictions

| | | |
|--|---------|---------|
| MP 0.0X to MP 1.8X, Main 1 | 20 MPH. | 20 MPH. |
| MP 0.0X to MP 2.0X, Main 2 | 20 MPH. | 20 MPH. |
| MP 1.8X to MP 2.0X, Main 1 | 40 MPH. | 20 MPH. |
| MP 2.0X to MP 3.4X, Main 1 and Main 2 | 40 MPH. | 30 MPH. |
| MP 2.1X to MP 3.2X, Lander Main | 25 MPH. | 25 MPH. |
| MP 3.3X to MP 5.1X, Main 3 | 40 MPH. | 40 MPH. |
| MP 3.4X to MP 8.8X, Main 1 and Main 2 | 70 MPH. | 50 MPH. |
| MP 5.1X to MP 6.7X, Main 3 | 50 MPH. | 50 MPH. |
| MP 6.7X to MP 8.8X, Main 3 | 70 MPH. | 50 MPH. |
| MP 8.8X to MP 10.0X, Main 3 | 65 MPH. | 50 MPH. |
| MP 8.8X to MP 10.4X, Main 1 and Main 2 | 65 MPH. | 50 MPH. |
| MP 10.4X to MP 10.7X | 55 MPH. | 45 MPH. |
| MP 15.9X to MP 16.6X | 40 MPH. | 40 MPH. |
| MP 27.4X to MP 30.7X | 70 MPH. | 50 MPH. |
| MP 31.7X to MP 31.8X | 65 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 14.3 | 40 MPH. | 40 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 27.7 to MP 28.1 | 70 MPH. | 50 MPH. |
| MP 33.8 to MP 34.2 | 70 MPH. | 50 MPH. |
| MP 36.2 to MP 36.5 | 70 MPH. | 50 MPH. |
| MP 41.4 to MP 41.7 | 70 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 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 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 69.1 to MP 70.4 | 60 MPH. | 50 MPH. |
| MP 70.4 to MP 70.7 | 50 MPH. | 50 MPH. |
| MP 70.7 to MP 71.3 | 55 MPH. | 50 MPH. |
| MP 71.3 to MP 71.6 | 60 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 85.4 to MP 86.9 | 75 MPH. | 50 MPH. |
| MP 86.9 to MP 87.2 | 60 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 108.2 to MP 108.5 | 70 MPH. | 60 MPH. |
| MP 114.4 to MP 114.8 | 75 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. |

| | Passenger | Freight |
|----------------------------|-----------|---------|
| MP 122.9 to MP 126.6 | 70 MPH. | 60 MPH. |
| MP 131.5 to MP 132.6 | 70 MPH. | 60 MPH. |
| MP 132.6 to MP 133.1 | 50 MPH. | 35 MPH. |
| MP 133.1 to MP 136.2 | 70 MPH. | 60 MPH. |
| MP 136.2 to MP 136.5 | 35 MPH. | 35 MPH. |

Amtrak Talgo Train Speeds—Maximum Speed

| | |
|--|---------|
| MP 0.0X to MP 1.8X, Main 1 | 20 MPH. |
| MP 0.0X to MP 2.0X, Main 2 | 20 MPH. |
| MP 1.8X to MP 2.6X | 48 MPH. |
| MP 2.0X to MP 2.6X, Main 2 | 48 MPH. |
| MP 2.6X to MP 3.4X, Main 1 and Main 2 | 56 MPH. |
| MP 6.7X to MP 8.8X, Main 3 | 79 MPH. |
| MP 8.8X to MP 10.0X, Main 3 | 73 MPH. |
| MP 8.8X to MP 10.4X, Main 1 and Main 2 | 73 MPH. |
| MP 10.4X to MP 10.7X | 63 MPH. |
| MP 15.9X to MP 16.6X | 40 MPH. |
| MP 31.7X to MP 31.8X | 65 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 | 57 MPH. |
| MP 2.1 to MP 2.2, Main 2 | 47 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 | 52 MPH. |
| MP 9.8 to MP 10.8 | 67 MPH. |
| MP 13.2 to MP 14.0 | 67 MPH. |
| MP 14.0 to MP 14.3 | 40 MPH. |
| MP 14.3 to MP 15.9 | 50 MPH. |
| MP 15.9 to MP 19.9 | 67 MPH. |
| MP 21.9 to MP 23.8 | 67 MPH. |
| MP 23.8 to MP 25.6 | 63 MPH. |
| MP 46.8 to MP 47.7 | 70 MPH. |
| MP 47.7 to MP 47.9 | 67 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 62.3 to MP 63.0 | 67 MPH. |
| MP 64.5 to MP 65.1 | 62 MPH. |
| MP 69.1 to MP 70.4 | 67 MPH. |
| MP 70.4 to MP 70.7 | 60 MPH. |
| MP 70.7 to MP 71.6 | 67 MPH. |
| MP 77.8 to MP 79.5 | 65 MPH. |
| MP 81.6 to MP 81.8 | 67 MPH. |
| MP 81.8 to MP 83.2 | 70 MPH. |
| MP 86.9 to MP 87.2 | 67 MPH. |
| MP 89.0 to MP 89.8 | 67 MPH. |
| MP 91.0 to MP 91.2 | 67 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 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 132.6 to MP 136.2, Main 1 | 70 MPH. |
| MP 132.6 to MP 133.1, Main 2 | 67 MPH. |
| MP 133.1 to MP 136.2, Main 2 | 70 MPH. |
| MP 136.2 to MP 136.5 | 35 MPH. |

1(C). Speed—Switches and Turnouts

| | | |
|---------------------------------------|---------|---------|
| Spokane St., crossover switches | 35 MPH. | 30 MPH. |
| trains over 100 TOB | | 25 MPH. |
| Coach Wye | 25 MPH. | 25 MPH. |
| Lucile, Main 1 to Lander Main | 25 MPH. | 25 MPH. |
| Lucile, Lander Main to Main 1 | 25 MPH. | 25 MPH. |

| | Passenger | Freight |
|--|-----------|---------|
| Argo, NWD crossover Main 2 to Main 1 | 30 MPH. | 30 MPH. |
| Argo, SWD crossover Main 1 to Main 2 | 30 MPH. | 30 MPH. |
| Bailey, NWD crossover Main 2 to Main 1 | 30 MPH. | 30 MPH. |
| Bailey, SWD crossover Main 1 to Main 2 | 30 MPH. | 30 MPH. |
| Bailey, NWD crossover Main 1 to Main 2 | 50 MPH. | 50 MPH. |
| Bailey, SWD crossover Main 2 to Main 1 | 50 MPH. | 50 MPH. |
| Bailey, Main 3 to Main 2 | 30 MPH. | 30 MPH. |
| Rhodes, Main 3 to Main 2 | 50 MPH. | 50 MPH. |
| Rhodes, Main 2 to Main 1 | 50 MPH. | 50 MPH. |
| Boeing, Main 3 to Main 2 | 50 MPH. | 50 MPH. |
| Boeing, Main 2 to Main 1 | 50 MPH. | 50 MPH. |
| Black River | 50 MPH. | 50 MPH. |
| CP Tukwila | 50 MPH. | 50 MPH. |
| Glacier Park | 50 MPH. | 50 MPH. |
| Orillia | 50 MPH. | 50 MPH. |
| James Street | 50 MPH. | 50 MPH. |
| Willis | 50 MPH. | 50 MPH. |
| Auburn North | 50 MPH. | 50 MPH. |
| Rainier | 20 MPH. | 20 MPH. |
| Auburn Yard, north sw. of controlled siding on | | |
| Main 2 at MP 21.7X | 35 MPH. | 35 MPH. |
| Ellingson, South Switch of controlled siding on | | |
| Main 2 at MP 23.8X to controlled siding | 35 MPH. | 35 MPH. |
| Pacific | 50 MPH. | 50 MPH. |
| CP Sumner | 50 MPH. | 50 MPH. |
| Stewart | 50 MPH. | 50 MPH. |
| Clear Creek | 50 MPH. | 30 MPH. |
| TR Jct. | 30 MPH. | 30 MPH. |
| Bay Street | 30 MPH. | 30 MPH. |
| MP 38.4, Reservation, through Jct. with UPRR | | 10 MPH. |
| MP 38.4, Reservation, entering or leaving Tacoma Yard | | |
| via Work Lead or Drawbridge Main | | 10 MPH. |
| Through crossover turnouts: Titlow, Pioneer, Nisqually, | | |
| Plumb, Wabash, Centralia South, Chehalis Jct., | | |
| Napavine South, Vader, MP 85.0, Ostrander, | | |
| Kelso South, Longview Jct. South, MP 111, | | |
| Ridgefield South, Vancouver Jct. N. | 35 MPH. | 35 MPH. |
| Harbor | 50 MPH. | 50 MPH. |
| Ruston | 40 MPH. | 40 MPH. |
| Nelson Bennett | 40 MPH. | 40 MPH. |
| Titlow | 50 MPH. | 35 MPH. |
| Woodland | 50 MPH. | 50 MPH. |
| Felida | 50 MPH. | 50 MPH. |
| Trains over 100 TOB must not exceed 35 MPH through turnouts shown as | | |
| 40 MPH and 50 MPH, and must not exceed 25 MPH through turnouts | | |
| shown as 35 MPH. | | |

1(D). Speed—Other

| | | |
|--|---------|---------|
| Seattle—King St. Station, | 10 MPH. | 5 MPH. |
| Seattle—Over public crossings | 20 MPH. | 20 MPH. |
| South Seattle Yard, MP 8.0X crossover | | |
| between Storage 2 and Storage 3 | 5 MPH. | 5 MPH. |
| Spokane St., MP 1.8X SWD MT 1 (HER) | 20 MPH. | |
| Kent Industrial Lead, between | | |
| Orillia and James Street | 10 MPH. | 10 MPH. |
| MP 31.7X to MP 31.8X (HER) | 65 MPH. | |
| Lakeview Spur, MP 11.5X to MP 0.0X | | 10 MPH. |
| South Tacoma, MP 3.0 to Roy, MP 21.0 | 10 MPH. | 10 MPH. |
| Centralia—north leg of wye | 5 MPH. | 5 MPH. |
| On sidings: | | |
| Glacier Park | 25 MPH. | 25 MPH. |
| Ellingson | 35 MPH. | 35 MPH. |
| All other sidings | 10 MPH. | 10 MPH. |
| Rye Jct. to Rye | | 10 MPH. |
| Tacoma—Amtrak Lead | 15 MPH. | 10 MPH. |
| Speed through Amtrak Lead adjoining turnouts ... | 10 MPH. | 10 MPH. |

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

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

| | |
|--------------------------------|-------------------------|
| Seattle to Vancouver | 143 tons, Restriction D |
| Seattle to West Seattle | 143 tons, Restriction E |
| Port of Tacoma Spur | 143 tons, Restriction E |
| 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 |
| Lakeview to Roy | 143 tons, Restriction D |
| Lakeview to Nisqually | 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 Port of Tacoma spur.

Trains over 100 TOB and grain storage are not permitted on Chehalis Main 1, or on the two sidings.

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

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

3. Type of Operation

CTC—in effect:

| |
|--------------------------------|
| MP 0.0X to MP 38.6X |
| MP 4.2X to MP 4.3X, PC Running |
| MP 6.3X to MP 6.6X, PC-1 |
| MP 3.2 to MP 136.5 |

Multiple Main Tracks—in effect:

2 MT

| |
|----------------------|
| MP 0.0X to MP 2.1X |
| MP 3.2X to MP 3.6X |
| MP 10.0X to MP 38.2X |
| MP 38.6X to MP 5.1 |
| MP 6.6 to MP 136.5 |

3 MT

| |
|----------------------|
| MP 2.1X to MP 3.2X |
| MP 3.6X to MP 10.0X |
| MP 38.2X to MP 38.6X |

ABS—in effect:

| |
|--------------------|
| MP 38.6X to MP 3.2 |
|--------------------|

Yard Limits—in effect:

| |
|--------------------|
| MP 38.6X to MP 3.2 |
|--------------------|

Occupancy Control System—in effect:

| |
|--------------------|
| MP 38.6X to MP 3.2 |
|--------------------|

Between MP 38.6X and MP 3.2, trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Interlockings and Drawbridges Not Indicated at Station

D Street, MP 39.6X, 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, 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.

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

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

River Street, MP 39.0X
 D Street, MP 39.6X
 21st Street, MP 40.1

Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

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

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

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

4. General Code of Operating Rules Items

Rule 1.47—For Seattle Sounder operations only, when a signal requires the train to stop at or pass the next signal at restricted speed, the engineer must communicate this fact, including the track designation if on multiple tracks, to a designated member of the crew and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 5.8.1/Rule 5.8.2—Seattle, King Street Station—When initiating movement, passing or approaching platform: Engine or cab bell must be rung. Do not sound whistle signals unless emergency or to warn employees.

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

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

Rule 6.26—The 3 main tracks between MP 2.1X and MP 3.2X are designated as follows: Looking southward from MP 2.1X, the track on the right is Lander Main, the track in the center is Main 1, and the track on the left is Main 2.

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

The 3 main tracks between MP 38.2X and MP 38.6X are designated as follows: Looking southward from MP 38.2X, the track on the right is Tacoma Main, the track in the center is Main 1, and the track on the left is Main 2.

Rule 6.28—in effect:

Nisqually MP 11.5X to Lakeview MP 0.0X
 South Tacoma MP 3.0 to Roy MP 21.0
 Rye Jct. MP 0.0 to Rye MP 3.6

Rule 6.32.6—Blocking Public Crossings

Following crossings adjacent to passenger stations must not be blocked by a standing train during commuter rail operations:

Kent—Smith Street
 Auburn—Main Street
 Sumner—Maple Street
 Puyallup—Meridian Street

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

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

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

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

MWOR Rule 8.12—Crossover Switches, the following paragraph is added on the Seattle Subdivision:

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

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read:

Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 10.1—Recall Code 528
 - MP 18.5—Recall Code 518 DED—NWD only
- B. Other TWD locations
 - MP 5.2X—Recall Code 407
 - MP 15.1X—DED Exception Reporting
 - MP 20.8X—DED Exception Reporting
 - MP 26.4X—Recall Code 428
 - MP 31.4X—DED Exception Reporting
 - MP 35.2X—DED Exception Reporting
 - MP 18.5—Recall Code 518 DED—SWD only
 - MP 30.0—Recall Code 268
 - MP 57.9—Recall Code 468
 - MP 87.4—Recall Code 258
 - MP 113.5—Recall Code 298

6. FRA Excepted Track

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15. Stacy 2nd Ave. and Occidental Lead 11, excluding tracks 1101, 1102, and 1111.

Zone 11—tracks 1160 through 1165

Zone 16—tracks 1610 through 1618

Zone 21—all tracks

In Tacoma, 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.

Rye and Rye Jct.

Lakeview Spur, MP 11.0X to MP 0.0X
 South Tacoma MP 3.0 to Roy MP 21.0
 At Glacier Park, All industrial tracks in zones 63, 64 and 65.

7. Special Conditions

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

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 when:

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

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

Kent Industrial Lead—Each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.

MP 14.1X (212th Street)

MP 15.1X (228th Street)

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.

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.

A switch crew or train crew employee will be required to lock both ends of the track while coupling air hoses and/or performing air tests on their train. Switch locks have been installed at both ends of Tracks 101 through 124 in the Tacoma Main Yard. 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.

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

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.

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

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

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

Between Lakeview and Fort Lewis—Each train must stop before entering the following crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.

| | |
|---------------------------|-------------------|
| 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 |

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

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

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

| | |
|---------|---------|
| MP 15.2 | MP 17.6 |
| MP 17.0 | MP 19.8 |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Railroad Crossings Not Indicated at Station

Seattle

Atlantic Street UP
Duwamish Avenue UP
North Leg of Wye
West Seattle Line: East Marginal Way, joint track crossing UP

Tacoma

Between Reservation and East 15th Street—UP
Running track to Muni Yard—UP

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

Automatic Equipment Identification (AEI)—Located at: Seattle MP 9.5X (near Renton Jct.)

Tacoma MP 35.2X (near Stewart)

Tacoma MP 5.1 (near Ruston)

Centralia MP 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.

Close Clearance—Close clearances may exist on all auxiliary tracks.

The fence next to South Tacoma Siding will not clear a man on the side of a car.

The following switching procedures will apply on tracks identified to have track centers of 13 feet or less: When working around areas that have been identified as having close clearances, all movements are to be stopped before fouling those areas and all crew members accounted for before completing the switching move. Riding the side of a cars is prohibited unless the adjacent track is known to be clear. It is the responsibility of each crew member to review close clearance locations within their area of work prior to the start of the work process.

The following tracks have been identified as having track centers of 13 feet or less:

At Tacoma:

Between tracks 1110 and 1111

At Centralia:

Between tracks 3395 and 3201

Between tracks 3201 and 3202

Between tracks 3202 and 3203

Between tracks 3203 and 3204

Between tracks 3204 and 3205

Between tracks 3301 and 3302

Between tracks 3302 and 3303

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

Critical Areas—Locations identified as "Critical Areas" (See System Special Instruction 33, Flash Flood Warnings).

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

Dimensional Shipments—Any dimensional and/or oversize car or special shipment measuring 12 feet or wider must not meet, pass, or be passed by another dimensional shipment measuring 12 feet or wider on adjacent track between Seattle and Vancouver.

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)
Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Exception: Due to radio congestion, transmission will not be made between MP 120.9 southward approach Ridgefield South and MP 136.5 and between MP 5.1 Ruston and MP 0.0X Seattle.

Locations Approved for Active Drop Movements

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

Locations Having Individually Controlled Crossover Switches

| | | |
|-----------------|--------------|-------------|
| Spokane Street | CP Tukwila | CP Sumner |
| Lucile | Glacier Park | Stewart |
| Argo | Orillia | Clear Creek |
| Bailey | Willis | TR Jct. |
| Georgetown | Auburn North | Reservation |
| Rhodes | Auburn Yard | Bay Street |
| Boeing | Pacific | Harbor |
| Black River (3) | | |

Test Mile Locations:

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

8. Line Segments

Yard Line Segments

| Line Segment | Yard | Limits |
|--------------|------------------------|--|
| 400 | S. Tacoma to Roy | MP 3.0 to MP 21.0 |
| 401 | Lakeview to Nisqually | MP 11.5X to MP 0.0X |
| 402 | Saint Clair to Quadlok | MP 0.0 to MP 3.1 |
| 402 | Olympia to Belmore | MP 9.1 to MP 15.8 |
| 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 |

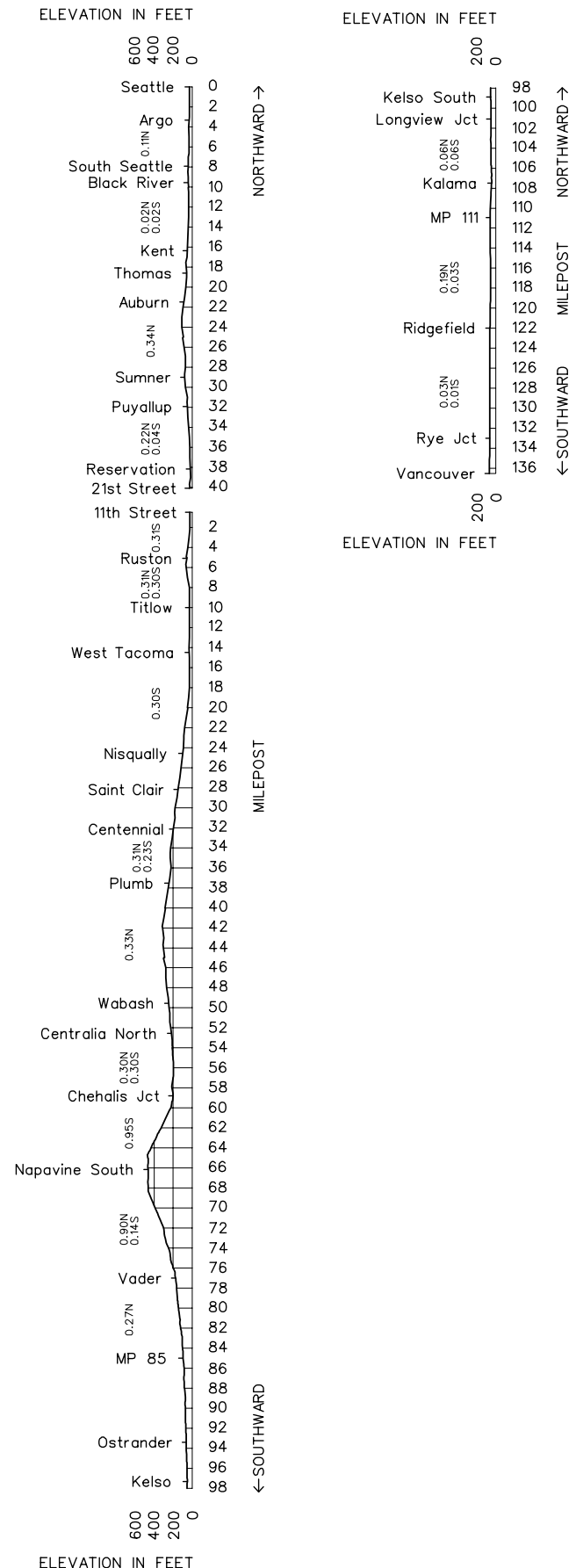
Road Line Segments

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

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------------------------|----------------------------|---------------|--------------|
| 16012 Thomas | 1.6 west of Willis | | |
| 16047 Gravel Center | 0.8 north of West Tacoma | 30 | North |
| 16049 Steilacoom | 1.2 south of West Tacoma | 8 | North |
| 16051 Ketron | 3.3 south of West Tacoma | 20 | South |
| 67305 South Tacoma | 4.5 west of 11th Street | 12 | Both |
| 67308 Hull Hardwood | 1.1 east of Lakeview | 2 | East |
| 67309 Lakeview | | | |
| 67311 McChord Field | 1.7 west of Lakeview | Yard | West |
| 67312 Metreco | 2.9 west of Lakeview | 25 | East |
| 67313 Mobase | | | |
| 67314 Spanaway Spur | 4.3 west of Lakeview | Conn | Both |
| 67320 Roy | | | |
| 67404 Camp Murray | 4.4 west of Lakeview | 15 | East |
| 67407 Fort Lewis | 7.8 west of Lakeview | | |
| 67503 Quadlok | 3.1 south of St. Clair | | |
| 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 | 65 | 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 |
| 68104 Longview on Spur | 1.5 from Longview Jct. | Yard | Both |
| 16142 N. Pacific Grain Growers | 1.5 south of Kalama | 38 | North |
| 68152 Ampere on Spur | 2.4 from Rye Jct. | 20 | North |
| 68154 Rye on Spur | 3.6 from Rye Jct. | 57 | Both |

10. Grade Chart



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

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

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

| Radio Call-In |
|--|
| Spokane 52(X) |
| Emergency - Call 911 |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 |

Train Dispatcher Phone Numbers

(817) 234-1609, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

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

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

1(B). Speed—Permanent Restrictions

MP 71.5 to MP 1481.1 25 MPH.
MP 1481.1 to MP 375.0 30 MPH.
MP 375.0 to MP 374.8 25 MPH.
MP 368.8 to MP 365.8 55 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at following locations:

UP Jct. and Lakeside Jct. 35 MPH.
Sunset Jct. 25 MPH.
Latah Jct. 30 MPH.

Turnouts at:

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

1(D). Speed—Other

On sidings at following locations:

Overlook 35 MPH.

Temperature Restrictions

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Spokane to Lakeside Jct. 143 tons, Restriction B

3. Type of Operation

CTC—in effect:

MP 1.1 to MP 11.8

ABS—in effect:

MP 71.5 to MP 1.1

Double Track—in effect:

MP 71.5 to MP 1.1

Yard Limits—in effect:

MP 71.5 to MP 1.1

Occupancy Control System—in effect:

MP 71.5 to MP 1.1

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher:

- Written OCS
 - Proceed indication on a controlled signal
 - Verbal Permission
- See System Special Instructions rule 18.0 (OCS)

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures

MP 0.8—DED, WWD only

Flashing lunar (normal)

Solid lunar or dark (dragging equipment exception)

MP 371.5—DED, EWD—Recall Code 538

B. Other TWD Locations

MP 371.5—DED, WWD—Recall Code 538

6. FRA Excepted Track

WWP off Main 2

7. Special Conditions

Spokane—Within city limits, GCOR Rule 5.8 applies at all public crossings including Havanna Street.

Outbound train crews, for trains destined west via Wenatchee or Pasco, must have a record of ETD test as per ABTH Rules.

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

Application of Handbrakes on Grade—

Spokane Yard—Call Yardmaster for instructions.

Erie Street—Call Yardmaster for instructions.

No other areas on the Spokane Subdivision exceed 1% grade.

Safety Lockout Program-Spokane—Switch locks are installed at Yardley at both ends of Tracks 1 through 16, Tracks 45 through 59, Crossovers 1, 59, 2, 2 to 1, and from the Main Track to 1 Track through the hand-throw switches (the Hard Way).

The conductor or foreman in charge must notify the yardmaster before locking out any track. Under the authority of the conductor or foreman in charge, the employee will be required to lock both ends of track while coupling air hoses, and/or performing air tests on their own train. This requirement will not apply to a conductor or foreman who is only coupling air hoses between their locomotive and the train or cars they will be handling.

The conductor or foreman may request the assistance of a switch or road crew operator at either end of their track to lock or unlock tracks for their protection.

Upon completion of coupling air hoses, and/or air testing, the conductor or foreman must notify the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove locks at both ends of the track upon their departure.

Any yard or train crew member, upon discovery of a locked track in the yard, must call the yardmaster to get permission to remove the lock before switching any car into that track, to make sure track is clear of employees working on their train. Switch locks may not be removed without the authority of the yardmaster.

These procedures are a tool for your use to provide additional protection while in a specific track. They are not intended to supersede GCOR Rule 5.13, (Blue Flag Signal Protection of Workmen).

Sunset Jct. and Latah Jct.—Westward freight trains do not use in excess of fourth throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

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

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

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

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

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

Test Mile Location

MP 0.0 to MP 1.0

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Exception: Due to radio congestion, transmission will not be made between Spokane MP 0.0 and Latah Jct. MP 1481.6.

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segment Limits

46 Spokane to Sunset Jct.

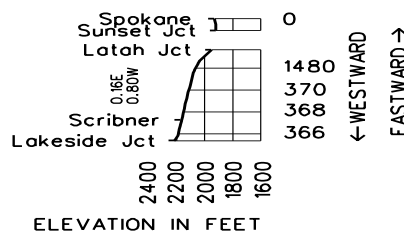
37 Sunset Jct. to Latah Jct.

47 Latah Jct. to Lakeside Jct.

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------|---------------------|---------------|--------------|
| 12010 Fish Lake | 0.7 west of UP Jct. | Conn | East |

10. Grade Chart



| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Stampede Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|--------------|--|-------------|---------------------|-----------------|-----------------------------|-------------------|
| | 8,000 | 13126 | 127.0 0.0 | ELLENSBURG | BCP | CTC | 49 | 17.2 | |
| | 8,200 | 13143 | 17.1 | BRISTOL | | TWC | | 7.7 | |
| | | 13150 | 24.9 | CLE ELUM | | CTC | | 12.6 | |
| | | 13163 | 38.1 | EASTON | T | 2MT CTC | | 8.4 | |
| | | 13172 | 46.3 | MARTIN | | TWC | | 2.4 | |
| | | 13175 | 49.0 | STAMPEDE | | CTC | | 11.0 | |
| | 7,000 | 13185 | 59.7 | LESTER | T | TWC | | 21.4 | |
| | | 13206 | 81.3 | PALMER JCT. | T | CTC | | 1.2 | |
| | 9,300 | 13207 | 82.3 | KANASKAT | | TWC | | 5.9 | |
| | | 13213 | 88.2 | RAVENSDALE | | CTC | | 14.4 | |
| | | | 102.6 | STAMPEDE WYE | | | | 0.3 | |
| | | | 102.9 | RAINIER | JTP | CTC | | 102.9 | |

Radio Channel No. 76 in service.

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

Train Dispatcher Telephone Number—8-234-1607**1. Speed Regulations****1(A). Speed—Maximum**

| | Freight |
|--------------------------|---------|
| MP 0.0 to MP 102.9 | 49 MPH. |

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Speed switches and turnouts through dual control turnouts at the following locations: | |
| Ellensburg, Bristol, E. Easton, Lester, and Kanaskat | 30 MPH. |
| W. Easton | 20 MPH. |
| Stampede Wye | 10 MPH. |
| Rainier | 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. |
| Trains 143 TOB and greater on descending grade | |
| Westbound MP 47.0 to MP 59.0 | 15 MPH. |

Freight

| | |
|---|---------|
| Eastbound MP 47.0 to MP 41.0 | 15 MPH. |
| MP 49 to MP 50, In Tunnel No. 4—Intermodal trains only | 10 MPH. |
| Eastward intermodal trains passing over detector at MP 100.6 .. | 10 MPH. |
| All other tracks and sidings | 10 MPH. |

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

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

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

| | |
|-----------------------------|-------------------------|
| Ellensburg to Rainier | 143 tons, Restriction B |
| Palmer Jct. to Veazey | 134 tons, Restriction G |

Six-axle locomotives and six-axle derricks 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 auxiliary tracks:

Ellensburg siding extension, Thorp, Cle Elum, Ravensdale, and Covington. Ravensdale may be used for unit trains while loading only.

3. Type of Operation**CTC—in effect:**

| |
|----------------------|
| MP 0.0 to MP 1.8 |
| MP 16.3 to MP 17.8 |
| MP 36.9 to MP 41.1 |
| MP 59.0 to MP 60.5 |
| MP 81.9 to MP 83.8 |
| MP 102.6 to MP 102.9 |

Multiple Main Tracks—in effect:**2 MT**

| |
|--------------------|
| MP 36.9 to MP 41.1 |
|--------------------|

TWC—in effect:

| |
|---------------------|
| MP 1.8 to MP 16.3 |
| MP 17.8 to MP 36.9 |
| MP 41.1 to MP 59.0 |
| MP 60.5 to MP 81.9 |
| MP 83.8 to MP 102.6 |

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures
 - MP 43.5—DED—(WWD only)—Recall Code 618
 - MP 52.0—DED—(EWD only)—Recall Code 537
 - MP 100.6—(EWD only)—Recall Code 628
- B. Other TWD locations
 - MP 9.2—DED/Exception Reporting
 - MP 13.9—DED/Exception Reporting
 - MP 20.5—Recall Code 518
 - MP 36.9—Recall Code 617
 - MP 43.5—DED—(EWD only)—Recall Code 618
 - MP 46.0—DED/Exception Reporting
 - MP 49.0—DED/Exception Reporting
 - MP 52.0—DED—(WWD only)—Recall Code 537
 - MP 58.3—DED/Exception Reporting
 - MP 59.0—DED/Exception Reporting
 - MP 62.9—Recall Code 538
 - MP 66.8—DED/Exception Reporting
 - MP 71.6—DED/Exception Reporting
 - MP 77.8—DED/Exception Reporting

MP 81.4—DED/Exception Reporting
 MP 86.3—DED/Exception Reporting
 MP 91.6—Recall Code 528
 MP 100.6—(WWD only)—Recall Code 628

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 Kanaskat 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, all tracks greater than 30 feet from main siding
 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.

On the sidings at Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7, and Auburn (R Street MP 101.5 and M Street MP 101.9), trains must stop at signs and ensure lights are flashing a minimum of 20 seconds and gates fully lowered before proceeding over the crossings.

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

Easton—Track 3202, the stub track, is used for snow plow storage and otherwise out of service. Call the Roadmaster at 206-628-6880 for access to the track.

Palmer Jct.—Track 3631, the west leg of the wye to the Veazy Spur, MP 1.8 to MP 6.2, is not in service for train movement without a prior track inspection. For access, the Tacoma Terminal will call the Roadmaster at 206-625-6880 at least 24 hours prior to the planned movement to confirm an inspection and a delivery time.

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 except trains handling doublestack equipment may operate if equipment is bare table or with containers in bottom well only. Containers are restricted to single level loading only. Trains handling loaded TOFC cars must not exceed 10 MPH through Tunnel 4 between MP 49.0 and MP 50.0.

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

The maximum number of powered axles in head end consist ascending mountain grade must not exceed 36.

The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 41.0 to MP 58.5.

ABTH Rule 102.12.6—the following exception applies:
 H EVEPAS symbolled train are exempt from the formula for the position requirements above and the following will apply:
 DP/Helper consists must not be cut in not less than one half the rated tonnage, nor more than the full rated tonnage of the consist.

Requirements for Helper/Distributed 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 makeup guidelines below allow.

Locomotive Ratings to be Utilized for Helper Placement

Only—DC Locomotives

1500-2999 hp = 1000 tons

3000-3999 hp = 1500 tons

4000 hp + = 2000 tons

AC Locomotives = 2500 tons

Train Size/Coupler Capacity Limitations Between Easton and Lester—

For the purpose of identifying coupler capacity limitations on the Stampede Subdivision:

Grade C equipment (General Service) is rated at 4,800 tons

Grade E equipment is rated at 6,000 tons

Doublestack equipment and Boeing cars will be considered to be equipped with Grade E equipment for the purpose of coupler capacity limitations. All other car types will be considered Grade C equipment in the application of the following instructions.

If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.

NOTE: The term "helpers", in instructions below applies to both manned helper and distributed power remote locomotive consists. All length limitations exclude locomotives.

Train Length/Coupler Capacity Limitation Without

Helpers—Grade C Equipment - 4,800 tons, 7,000 feet

All Grade E Equipment or Mixed Grade C and E - 6,000 tons, 7,000 feet (All Grade C equipment must be placed so that it has no more than 4,800 trailing tons.)

Exception: Westward loaded unit grain trains tonnage limit is 7500 tons with all Grade E equipment.

Train Length/Coupler Capacity Limitation With Helpers—

9,600 tons and 7,700 feet

Exception: 7,700 feet limitation does not apply to Distributed Power trains.

NOTE: Coupler capacity limits above for non-helper trains apply to trailing tonnage behind helper placement.

Survivair SCBA System—Employees in train operations must have received training on the operation of the Survivair SCBA System prior to operating/working trains through the Stampede Tunnel.

Survivair SCBA Equipment must be checked out by qualified crew members of trains running through the Stampede Tunnel, at check out locations at Balmer Yard, Tacoma or Ellensburg before leaving, and must be immediately accessible while in the Stampede Tunnel.

Stampede Tunnel Emergency Action Plan

1. Consider hazardous material involvement in each situation before any action taken.
2. Consider direction of train and tunnel air movements.
3. If a train incident occurs requiring crew members to leave the locomotive cab to inspect their train, crew members must put on SCBA unit before investigating the problem(s). Hood must be worn with air activated if a crew member experiences breathing discomfort.

4. If an emergency condition exists, such as a release of hazardous material, use of Survivair SCBA is required.
5. If distance or situation warrants, walk out if necessary. Replacement air cylinders are located in each bay.

| 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. |

Stampede Tunnel—All bays are 9' wide x 7.5' deep.

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

The conductor will make a wire report to the Division General Manager, the General Foreman Cars, the Trainmaster, and the Road Foreman at Everett of all materials used and where they were taken from. This report must state where the material was left if it was not returned to the bay it was taken from.

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

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

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

Minimum Dynamic Brake Requirements for Freight Trains
Westward, MP 47.0 to MP 59.0
Eastward, MP 47.0 to MP 41.0

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

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

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)
Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

Test Mile Locations

MP 8 to MP 9
MP 101 to MP 102

Walkway Removed from Following Bridges

MP 58.4

MP 58.9

MP 60.5

MP 67.7

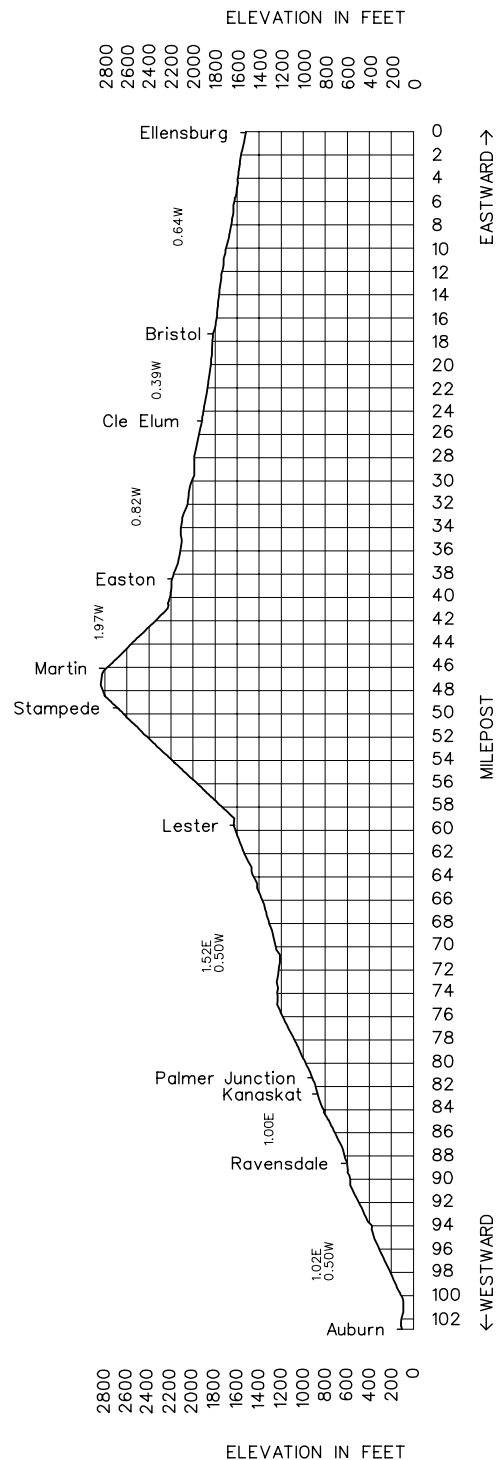
8. Line Segments

49—Ellensburg to Rainier—MP 0.0 to MP 102.9

411—Palmer Jct. to Veazey—MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-------------------|-------------------------|---------------|--------------|
| 13133 Thorp | 7.6 west of Ellensburg | 22 | East |
| 13154 Bullfrog | 4.1 west of Cle Elum | 1 | Both |
| 13220 Covington | 6.9 west of Ravensdale | 113 | Both |
| 13228 East Auburn | 14.3 west of Ravensdale | 87 | Both |

10. Grade Chart

| SOUTH WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Sumas Subdivision BRANCH LINE STATIONS | Rule 4.3 | Type of Oper. Rule 6.28 | Line Segment | Miles to Next Stn. | ↑ NORTH WARD |
|--------------------|----------------------------------|-----------------|--------------|--|-------------|-------------------------------------|-----------------|-----------------------------|--------------------|
| | | | | | | | | | |
| | | 66089 | 127.2 | SUMAS | B | TWC | 403 | 6.4 | |
| | | 66083 | 120.9 | NOOKSACK | | | | 9.4 | |
| | | 66073 | 111.4 | DEMING | | | | 7.9 | |
| | | 66065 | 103.5 | ACME | | | | 9.5 | |
| | | 66054 | 94.1 | THORNWOOD | | | | 7.3 | |
| | | 66305 | 86.8 21.3 | SEDRO WOOLLEY | | | | 4.8 | |
| | | 15042 | 16.6 | BURLINGTON | J | | 409 | 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 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Number—(817) 234-1607**1. Speed Regulations****1(A). Speed—Maximum**

| | Freight |
|---------------------------|---------|
| MP 127.2 to MP 16.6 | 40 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 16.6 to MP 16.7 | 10 MPH. |
| MP 16.7 to MP 20.8 | 20 MPH. |
| 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**

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:
MP 124.0 to MP 16.6

4. General Code of Operating Rules Items

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

Rule 6.28—Rule 6.28 is in effect on the Lynden Spur, MP 0.0 to MP 11.3, and in Sumas from MP 127.2 to MP 124.0.

5. Trackside Warning Detectors (TWD)

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

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 86.0 to MP 96.8
MP 98.0—Bridge
MP 103.8 to MP 104.5
MP 110.0 to MP 111.0

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.

Ferry Street crossing in Sedro Woolley, MP 86.71, DO number 085095V is a stop and protect crossing.

Trains will stop at stop signs and confirm that crossing is activated and then proceed according to Rule 6.32.

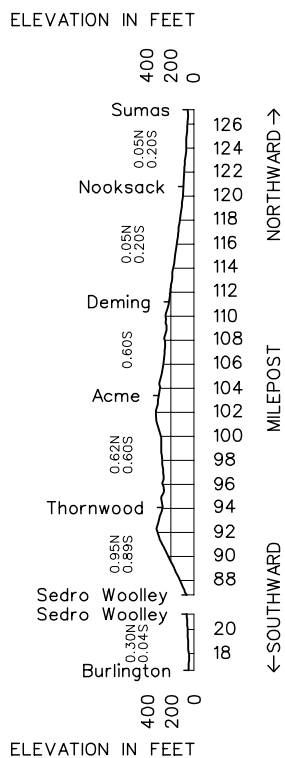
Lynden—Before departing Sumas to switch Westfarm Foods, all crew members must review and brief on instructions for “Switching at Westfarm Foods” posted on bulletin board at Sumas.

8. Line Segments**Road Line Segments**

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

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------|---------------------|---------------|--------------|
| 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 |

10. Grade Chart

| SOUTH WARD ↓ | 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. | ↑ NORTH WARD |
|--------------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|--------------------|
| | | | | | | | | | |
| | | 02159 | 1.2 | SNOHOMISH JCT. WEST | JT | Rule 6.28 | 403 | 1.2 | |
| | | 65601 | 37.0 | BROMART | | | | 7.4 | |
| | | 65608 | 29.9 | MALTBY To WOODINVILLE 5.5 | | TWC | | | |
| | | | 0.1X | WOODINVILLE | | | | 18.3 | |
| | | 65819 | 7.0X | REDMOND | | TWC | | | |
| | | 65614 | 23.9 | To MALTBY 5.5 WOODINVILLE | TU | TWC | 405 | 7.1 | |
| | | 65622 | 17.0 | KIRKLAND | | | | 4.4 | |
| | | 65626 | 12.7 | BELLEVUE | | | | 0.8 | |
| | | 65627 | 12.0 | WILBURTON | | | | 7.3 | |
| | | 65634 | 4.3 | SCOPA | | | | 2.1 | |
| | | 65637 | 2.2 12.0Z | RENTON | | Rule 6.28 | 410 | 2.2 | |
| | | 16004 | 9.5Z | RENTON JCT | J | | | 50.8 | |

Radio Channel No. 87 in service Renton Jct. to Kirkland.

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

| |
|--|
| Radio Call-In |
| Renton - 41(X) |
| Emergency - Call 911 |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 |

Train Dispatcher Telephone Number—8-234-1623

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--------------------------|-----------|---------|
| MP 4.3 to MP 23.9 | 30 MPH. | 25 MPH. |
| MP 23.9 to MP 37.0 | 25 MPH. | 25 MPH. |
| MP 0.1X to MP 7.0X | 25 MPH. | 10 MPH. |

1(B). Speed—Permanent Restrictions

| | | |
|---------------------------|---------|---------|
| MP 9.5Z to MP 12.4Z | 10 MPH. | 10 MPH. |
| MP 2.2 to MP 4.3 | 10 MPH. | 10 MPH. |
| MP 4.3 to MP 7.4 | 25 MPH. | 25 MPH. |
| MP 7.4 to MP 7.5 | 10 MPH. | 10 MPH. |
| MP 7.5 to MP 8.9 | 25 MPH. | 25 MPH. |
| MP 11.5 to MP 11.7 | 10 MPH. | 10 MPH. |
| MP 11.7 to MP 12.9 | 25 MPH. | 25 MPH. |
| MP 14.3 to MP 17.7 | 25 MPH. | 25 MPH. |
| MP 18.8 to MP 19.7 | 25 MPH. | 25 MPH. |
| MP 19.7 to MP 19.8 | 10 MPH. | 10 MPH. |
| MP 19.8 to MP 22.4 | 25 MPH. | 25 MPH. |
| MP 23.7 to MP 25.2 | 10 MPH. | 10 MPH. |
| MP 37.0 to MP 37.6 | 10 MPH. | 10 MPH. |
| MP 0.0 to MP 1.2 | 10 MPH. | 10 MPH. |
| MP 1.7X to MP 7.3X | 10 MPH. | 10 MPH. |

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

1(D). Speed—Other

| | | |
|---|---------|---------|
| On sidings | 10 MPH. | 10 MPH. |
| MP 19.7 to MP 19.8, over 124th Street and 124th Avenue crossings (HER) | 10 MPH. | 10 MPH. |
| Bridge 11.5Z, cars heavier than 134 tons | 10 MPH. | 10 MPH. |
| Bridge 9.1, cars heavier than 134 tons | 10 MPH. | 10 MPH. |
| Bridge 11.5, cars heavier than 134 tons | 10 MPH. | 10 MPH. |
| Bridge 23.9, cars heavier than 134 tons | 10 MPH. | 10 MPH. |
| Bridge 24.51, cars heavier than 134 tons | 10 MPH. | 10 MPH. |
| Bridge 34.3, cars over 134 tons | 10 MPH. | 10 MPH. |

Passenger Freight

Bridge 38 between Snohomish Jct. West
and Snohomish:
Six-axle locomotives heavier than 175 tons ... 10 MPH. 10 MPH.
At Renton on Boeing Spur over Conlon
Crossing (HER) 5 MPH. 5 MPH.

Item 1(A) of the System Special Instructions applies, except
between MP 25.0 (Woodinville) and MP 37.0 (Bromart).

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Snohomish Jct. West to Woodinville 143 tons, Restriction D
Woodinville to Renton Jct. 134 tons, Restriction D
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:

MP 37.0 to MP 4.3

MP 0.1X to MP 7.3X

4. General Code of Operating Rules Items

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

Rule 6.28—Rule 6.28 is in effect from Snohomish Jct. West to
Bromart, MP 1.2 to MP 37.0, and from Scopa to Renton Jct.,
MP 4.3 to MP 9.5Z.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Black River Passing Track (4302)

Earlington Park

Bellevue Yard excluding tracks 5098 and 5097

Woodinville to Redmond MP 1.8X to MP 7.3X

7. Special Conditions

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

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

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

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

Renton—The use of fusees within the fenced limits of the
Renton Boeing Plant is prohibited.

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 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

Test Mile Locations

MP 6.0 to MP 7.0

Derails—The 2 derails located between Airport Road Crossing and Snohomish Jct. West, may be left in the off position unless protecting cars, engines or equipment.

Derails at Snohomish Jct. West may be left in off position unless protecting cars, engines, or equipment.

Highway Grade Crossing Warning Systems—Each train must stop before entering the following crossings and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may reboard the locomotive before the remainder of the train proceeds through the crossing.

MP 13.1—Bellevue 128th Street

MP 0.1X to MP 7.0X—All crossings with automatic warning systems.

Locations Approved for Active Drop Movements

Rabanco—Renton Jct.

Dunn Lumber—Renton

Boeing—Boeing Siding

Locations Approved for Gravity Drop Movements

K&M Meats—Renton

Air Products—Renton

Safeway—Bellevue

Western Kraft—Bellevue

GTS/Coors—Kirkland

Boise Cascade—Maltby

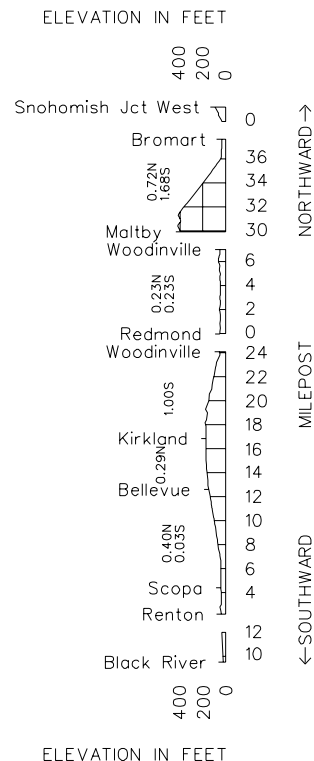
Stop signs protecting railroad crossing at Woodinville on the Renton to Snohomish Jct. West main track have been removed. Stop signs protecting railroad crossing at Woodinville on the Woodinville to Redmond main track will remain in place. GCOR Rule 6.16 is in effect at this location.

8. Line Segments**Road Line Segments****Line Segment Limits**

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

9. Locations Not Shown as Stations

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

10. Grade Chart

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Yakima Valley Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|---------------|----------------------------------|-----------------|--------------|---|-------------|---------------------|-----------------|-----------------------------|---------------|
| | | 12146 | 229.7 1.9 | SP&S JCT. | JM | | | 0.9 | |
| | | 13004 | 2.8 | KENNEWICK To North Richland 18.7 | JP | TWC | | 4.5 | |
| | | 13007 | 7.3 | VISTA | | | | 9.5 | |
| | | 13017 | 16.8 | BADGER | | | | 6.8 | |
| | 8,740 | 13024 | 23.6 | KIONA | | CTC | | 10.8 | |
| | | 13034 | 34.4 | GIBBON | JT | TWC | | 5.6 | |
| | | 13040 | 40.0 | PROSSER | BP | | | 5.5 | |
| | 7,650 | 13046 | 45.5 | BYRON | | CTC | | 6.5 | |
| | | 13052 | 52.0 | MABTON | | | | 8.4 | |
| | | 13060 | 60.4 | SATUS | | TWC | 48 | 10.5 | |
| | 7,200 | 13070 | 70.9 | TOPPENISH | J | CTC | | 7.4 | |
| | | 13078 | 78.3 | WAPATO | | | | 4.4 | |
| | | 13082 | 82.7 | PARKER | | | | 7.3 | |
| | | 13089 | 90.0 | YAKIMA | BTUJ CP | TWC | | 3.8 | |
| | | 13093 | 93.8 | SELAH | | | | 3.4 | |
| | 7,650 | 13096 | 97.2 | POMONA | | CTC | | 13.2 | |
| | | 13109 | 110.4 | WYMER | | | | 11.4 | |
| | | 13121 | 121.8 | THRALL | | TWC | | 4.4 | |
| | 9,900 | 13126 | 127.0 0.0 | ELLENSBURG | CBP | | | 124.5 | |

Radio Channel No. 76 in service.

Yakima Yard Channel No. 66 in service.

Maintenance of Way Channel No. 62 in service.

| Radio Call-In | | |
|--|---------------------|--------------------|
| Pasco - 46(X) | Selah Butte - 47(X) | |
| Prosser - 58(X) | Yakima - 23(X) | Ellensburg - 80(X) |
| Emergency - Call 911 | | |
| Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5 | | |

Train Dispatcher Telephone Number—8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|--------------------------|---------|
| MP 1.9 to MP 127.0 | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|-------------------------------|---------|
| MP 1.9 to MP 4.3 | 35 MPH. |
| MP 21.9 to MP 22.7 | 40 MPH. |
| MP 22.7 to MP 27.7 | 45 MPH. |
| MP 27.7 to MP 27.9 | 40 MPH. |
| MP 27.9 to MP 32.1 | 45 MPH. |
| MP 32.1 to MP 32.9 | 30 MPH. |
| MP 32.9 to MP 36.0 | 45 MPH. |
| MP 39.2 to MP 41.7 | 45 MPH. |
| MP 87.4 to MP 88.0 | 35 MPH. |
| MP 88.0 to MP 91.0, HER | 25 MPH. |
| MP 91.0 to MP 92.1 | 35 MPH. |
| MP 92.1 to MP 96.3 | 40 MPH. |
| MP 96.3 to MP 97.0 | 35 MPH. |
| MP 97.0 to MP 99.6 | 45 MPH. |
| MP 99.6 to MP 102.3 | 35 MPH. |
| MP 102.3 to MP 104.4 | 25 MPH. |
| MP 104.4 to MP 105.6 | 30 MPH. |
| MP 105.6 to MP 110.8 | 35 MPH. |
| MP 110.8 to MP 112.2 | 30 MPH. |
| MP 112.2 to MP 115.3 | 35 MPH. |
| MP 115.3 to MP 120.2 | 30 MPH. |
| MP 120.2 to MP 121.1 | 35 MPH. |

Freight

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Kiona, Byron, Toppenish, Pomona & Ellensburg 30 MPH.

1(D). Speed—Other

On sidings at the following locations:

Kiona, Byron, Toppenish, Pomona, & Ellensburg 30 MPH.

Port of Kennewick tracks 5 MPH.

Yakima—All Diesel shop tracks, Tracks 141 through 145 5 MPH.

Westward intermodal trains over detector at MP 124.2 10 MPH.

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

Temperature Speed Restrictions

When temperature is 95 degrees and over:

Freight trains up to 100 TOB 40 MPH.

Freight trains 100 TOB and over 35 MPH.

When temperature is below -10 degrees:

Freight trains over 100 TOB 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

SP&S Jct. to Ellensburg 143 tons, Restriction B

Six-axle locomotives and derricks are not permitted on all Ellensburg yard tracks except the Siding Extension, Track 739, and the Dock Track, track 735.

3. Type of Operation

TWC—in effect:

MP 1.9 to MP 22.2

MP 24.0 to MP 44.2

MP 45.8 to MP 72.2

MP 73.8 to MP 97.4

MP 99.1 to MP 127.0/MP 0.0

CTC—in effect:

MP 22.2 to MP 24.0

MP 44.2 to MP 45.8

MP 72.2 to MP 73.8

MP 97.4 to MP 99.1

MP 127.0/0.0 to MP 1.8 (Stampede Subdivision)

4. General Code of Operating Rules Items

Rule 5.8.2—Quiet Zone in effect between MP 89.9 and MP 90.9. Requirement for whistle signal 7 is not in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, distance will be 1.5 miles between SP&S Jct. and Ellensburg.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 124.2—WWD only—Recall Code 598

B. Other TWD locations

MP 19.5—Recall Code 588

MP 30.9—Slide fence detector MP 30.9 to MP 31.0

MP 35.9—Slide fence detector MP 35.9 to MP 36.0

MP 49.6—Recall Code 238

MP 79.8—Recall Code 498

MP 94.8—Recall Code 478

MP 101.2—DED/Exception Reporting

MP 106.5—DED/Exception Reporting

MP 106.5—Slide fence detector MP 106.5 to MP 107.3

MP 110.2—DED/Exception Reporting

MP 116.4—DED/Exception Reporting

MP 124.2—EWD only—Recall Code 598

6. FRA Excepted Track

All yard tracks—

Kennewick: All tracks greater than 30 feet from main except Tracks 1058, 1035, and those portions of tracks 1043, 1056 and 1028 located within 30 feet of main.

Gibbon: All tracks greater than 30 feet from main except Tracks 2541, 2542, 2544 and those portions of track 2545 located within 30 feet of main.

Mabton: All tracks greater than 30 feet from main except Tracks 2588, 9956 and those portions of track 2582 located within 30 feet of main.

Toppenish: All tracks greater than 30 feet from main except Tracks 9983, 2697, 2620, 2698 and those portions of tracks 2624, 2610 and 2615 located within 30 feet of main.

Yakima: including all UP tracks and tracks greater than 30 feet from main track, except tracks 101 and Hi Line Track 113.

Prosser: All tracks greater than 30 feet from main except tracks 2551, 2558 and those portions of tracks 2557, 2580, 2556 located within 30 feet of main.

Pomona: except track 701.

Wymer: except siding track 710.

Thrall: all tracks 30 feet from the main track.

Ellensburg: all tracks greater than 30 feet from main and siding.

7. Special Conditions

Between SP&S Jct. and Ellensburg—Westbound trains departing Pasco must notify the dispatcher of their departure time from Pasco prior to passing Vista and they must have an authority track warrant for movement beyond SP&S Jct. prior to departure.

Kennewick—All trains destined Pasco will channel 89 to request permission to enter Pasco Yard and yard track destination from the Pasco control operator prior to departing MP 3.2 Fruitland Street Kennewick.

Access to UPRR operation to Richland Jct. and Hanford Rail System will be track 1043 via track 1058 at West Kennewick.

Badger—The west switch of Track 2528 (former siding) has been removed from service.

Gibbon—Trains picking up or setting out must not block crossings. The east crossing is Hanson Road located at MP 33.67, 900 feet west of east switch for Track 2541. The west crossing is a private crossing located at MP 35.53, 900 feet west of west switch of Track 2541. The distance between Hanson Road and the Granger Sub Jct. switch is 5,750 feet. The total distance between the two crossings is 9,650 feet. When setting out B/O cars, spot car to jacking pads located at east end of Track 2543.

Mabton—When setting out B/O cars, spot cars to jacking pads located at east end of track.

Toppenish—Interchange with Toppenish, Simcoe and Western Railroad (TSWR) will be on the TSWR track (Track 2690) immediately west of the derail.

When switching LSI Track 2610, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave., account crossing signals are continuously activated.

Between Parker and Selah—Westbound trains at MP 84 between Parker and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Eastbound trains at MP 93 between Selah and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Westbound trains passing sign at MP 84 and Eastbound trains passing sign at MP 93 will turn their radio to Channel 19 and broadcast their train approaching Yakima by stating, for example, "BNSF 4435 West passing Union Gap, over" for Westbound movement or "BNSF 4910 East passing Selah Gap, over" for Eastbound movement. Crew will wait for a response from the Yakima Emergency Services Command Center who will state "Yakima Command Center received, out". If no acknowledgment from Command Center is received, crew member will repeat the broadcast and state "out" and return their radio to main line radio channel 76. At all times, a minimum of one radio will remain on the main line channel.

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

Yakima Close Clearance—At Yakima Precast Track 223 and Western Materials Track 220, will not clear a person on the side of car. Do not pass the "No Admittance" sign located at the cement silo at Yakima Precast track 223 account low overhead clearance will not clear a person on a high ladder.

Track 101 East End, the normal position for the switch is lined and locked for Track 101 and the sand track switch Track 156 must be lined and locked for Track 156 as this track is used as the East derail for the East Yard. When not in use, the switch at Steiners Track 155 must be lined and locked for the Sand Track 156. When switching industries off the Hi Line Track 113, stop and wait for signals to activate before occupying the crossings.

Cars must not be left between the main track switch at Hanson Fruit Track 154 and the Hass private crossing on Hanson Fruit Track 153 as cars will not clear the Washington Street circuit and will shorten the visual approach for the main track at Washington Street.

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

At Pomona, when setting out bad order cars, spot to dock track 706.

Ellensburg—When setting out B/O cars, spot to yellow jacking pads on west end of Track 739.

Highway Grade Crossing Warning Systems—Each train must stop before entering the following crossings and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may reboard the locomotive before the remainder of the train proceeds through the crossing.
MP 88.22, Mead Avenue on Tracks 101, 102, 103, 104 & 105
MP 70.81, East 2nd Avenue on Track 2697
MP 71.02, Toppenish Avenue on Track 2697
MP 71.39, Buena Way on Track 2697
MP 72.3, McDonald Road on Tracks 2697 and 2698

Slide Fence Indicators—System Special Instructions Item 8(K) Slide Detectors applies at the slide fences located at MP 30.9, MP 35.9 and MP 106.5 are equipped with radio readout equipment. At these locations, trains will activate a radio response when passing a sign reading "Approaching Slide Fence Detector." If a message stating "NO DEFECTS" is received, trains may proceed at the prescribed speed.

High Load Detector—A high load/dragging equipment detector is located at MP 124.2. When a defect is detected, a radio broadcast message will identify the high wide and/or defect equipment by axle count after the entire train has passed the circuit. It will be the responsibility of the inbound crew to inspect and set out the oversize and/or defective car unless that crew is relieved of that responsibility by the

dispatcher. If the dispatcher relieves the inbound crew of that responsibility, the dispatcher assumes the responsibility to arrange for the inspection and set out of the oversize and/or defective car.

Automatic Equipment Identification Locations

Kiona—MP 24.0
Parker—MP 82.6

Test Mile Locations

MP 13.0 to MP 14.0
MP 80.0 to MP 81.0

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

Locations Approved for Gravity Drop Movements

Twin Cities Foods—SP&S Jct.
Fruitland Street—Kennewick
Sonoco Fiber—Wapato
Industrial Spur—Parker
Weyerhaeuser—Union Gap
Yakima Yard—West End only—Yakima

Identifying Signals—In signaled territory, when a train is passing a signal displaying other than "Clear" in advance of a control point, a crew member must transmit the following by radio:

Train Identification (Initials, Engine Number and Direction)

Signal Name - In advance of (Control Point Location), on (Track) at (Speed) MPH.

Example of transmission:

"BNSF 6301 South approach medium in advance of Napavine South on Main 1 at 50 MPH (on single track main track designation is not necessary).

8. Line Segments

Yard Line Segments

Line Segment Limits

642 Yakima Yard

Road Line Segments

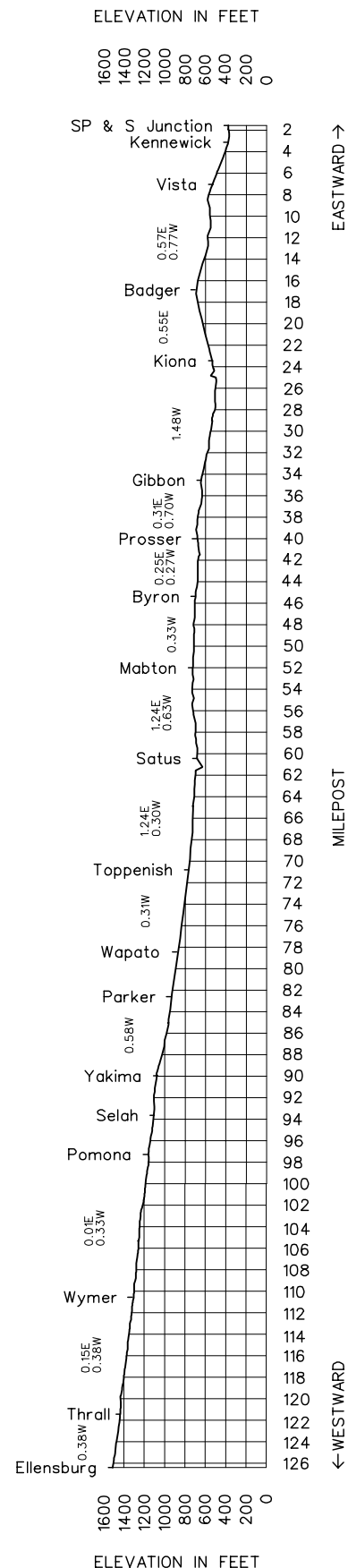
Line Segment Limits

48 SP&S Jct. to Ellensburg

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------------|-----------------------|---------------|--------------|
| 64908 Richland Jct | 6.0 west of Kennewick | | Both |
| 64918 Richland | 8.0 west of Kennewick | Yard | Both |

10. Grade Chart



Speed Tables

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

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

TERMSDXO

T - Trains

E - Engines

R - Railroad cars

M - Men & equipment fouling track

S - Stop signal

D - Derail & switches properly lined

X - Crossings at grade

O - Other crew movements

Remember “TERMSDXO” when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

| Train Speed | Delay to Sound Whistle |
|-------------|------------------------|
| 40 MPH | 3 seconds |
| 35 MPH | 6 seconds |
| 30 MPH | 10 seconds |
| 25 MPH | 16 seconds |
| 20 MPH | 25 seconds |
| 15 MPH | 40 seconds |
| 10 MPH | 1 minute 10 seconds |