BURLINGTON NORTHERN INC.

PORTLAND DIVISION

Special Instructions No. 1

IN EFFECT AT 12:01 A.M.
Pacific Standard Time

Friday May 10, 1968

ALL SUBDIVISIONS

1. **Speed Restrictions—** Maximum Speeds

Passenger trains ..... 79 MPH.
Freight trains ..... 65 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions. All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise ..... 12 MPH.

Engines running light or with caboose only 50 MPH. unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars (except CP ore cars)	45 MPH.	20 MPH.
CP ore cars (series 370000-377000)		
Loaded	30 MPH.	15 MPH.
Empty	25 MPH.	15 MPH.
Wrecking Derricks, Loco Cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Rotary plows, wedge plows and dozers	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

Following Speed Restrictions apply on 2nd-4th-6th-7th-8th Subdivisions and on 3rd Subdivision between Vancouver and Portland—

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Second and Third Subdivisions, advance warning signs are located 5280 feet, and on all other Subdivisions, 3000 feet in advance of the reduce speed signs.

When operating against the current of traffic in double track territory or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH. and for freight trains 49 MPH.

Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts 30

Over spring switches when moving in trailing point direction actuating switch points and not using turnouts 30

Over spring switches when using turnouts 15

2. **Movement of engines dead in trains—**

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices:

GN .....1 through 195

CBQ .....9103 through 9106
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321

NP .....99 through 177
400 through 429
500-501-525-551; 555 through 558
602-603-651; 700 through 724
750; 800 through 803; 850 through 853
900 through 912

SPS .....11 through 55
856 through 869

Diesel units equipped with coupler alignment lock blocks:

GN .....550 through 599

CBQ .....200 through 267, 270 through 287
300 through 374, 400 through 411
430 through 459

NP .....200 through 375, 552 through 554
562 through 569

SPS .....60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ	9103 through 9106	30 MPH.
	9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308	50 MPH.
	100 through 999	65 MPH.
	9916 through 9993	79 MPH.
NP	99, 100, 400 Series, 600 Series	40 MPH.
	700 Series, 5400 Series	50 MPH.
	100 Series (except 100), 525, 800 through 803	60 MPH.
	200 Series, 300 Series, 500, 501, 550 through 569, 850 Series, 860 Series, 900 Series, 2500 Series, 2800 Series, 3600 Series, 6000 Series, 7000 Series	65 MPH.
	6500 Series, 6600 Series, 6700 Series	79 MPH.
	Budd Cars B-30, B-31, B-32, B-40, B-41, B-42, on rear of train only	79 MPH.
GN	1 through 195	50 MPH.
	200 through 209, 227 through 230, 262 through 279 (A&B), 307 through 317 (ABC), 430 through 474 (ABCD), 550 through 915, 2000 through 2035, 3000 through 3025	65 MPH.
	320 through 333, 350 through 375, 400 through 417, 500 through 512, 679, 680 2500 through 2538, 3026 through 3040	79 MPH.
	Budd Car 2350, on rear of train only	79 MPH.
SPS	11, 22 through 28, 40 through 45, 50 through 55	50 MPH.
	60 through 98, 154 through 327, 856, 869	65 MPH.
	330 through 335, 150 through 153, 750, 800 through 806	79 MPH.

3. When N.P. road passenger diesel units 6600-6500-6700 Series are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars
Tie flats (GN X4800 to X4975, X4410)
Scale test cars (next ahead of caboose)
Wrecking derricks
Pile drivers
Loco cranes
Rotary snow plows, dozers, wedge plows
Jordan spreaders
Air dump cars loaded or empty
Log flats—NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6° or more on grades of 1% or more.

1st Subdivision	11th Subdivision
4th Subdivision	12th Subdivision
6th Subdivision	16th Subdivision
8th Subdivision	18th Subdivision
9th Subdivision	19th Subdivision
10th Subdivision	20th Subdivision

In helper territories, helper engines must be cut in ahead of above equipment unless otherwise provided.

5. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

6. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.

EXCEPT: On mainline subdivisions cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38" ..... 315,000 lbs.

7. **Rule 223.** Unless otherwise provided lights will not be displayed on Branch Line Subdivisions. Trains will be governed by the day indication of these train order signals.

8. **Mountain Grade Operation—**
At meeting points established by train orders, the train order must specify which train will take siding.

Unless otherwise directed, the ascending train will take the siding.

Descending freight or mixed trains holding main track at the meeting point must not pass the upper switch of siding until the ascending train is clear of the main track.

To the extent practical, empty cars must not be handled in head 15 cars of trains descending mountain grades.

All 80 foot or longer cars, loaded or empty, should be placed on rear of trains for movement over the mountain grade. These cars should not be near head end of train when descending steep grades in dynamic braking.

Ninety pound (90#) brake pipe pressure must be maintained on all freight trains unless otherwise provided.

Conductor must know that required brake pipe pressure is being maintained before passing summit.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grades.

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Retaining valves shall be used when requested by enginemen.

If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling train with engine having no dynamic brake.

In the event of failure of the dynamic brake on any unit of diesel-electric engine or when proper control of speed cannot be maintained, engineer must take action promptly to stop the train by use of the train brakes and instruct head brakeman to notify conductor that retaining valve handles must be turned up on cars in train to the requirement specified for trains handled by engines having no dynamic brake. Conductor shall instruct the brakeman accordingly and notify the engineer when specified number of retaining valve handles have been turned up, and train may proceed.

Descending trains handled by engine having no dynamic brake or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all loads and one-half of empty cars, alternating the empties.

To avoid derailing cars in the head portion of freight trains while descending grades 2.2% or greater, engineers must limit maximum dynamic braking amperage, in line with the number and type of diesel units in the engine consist, to that shown in the following tables:

Table 1

Any combination of four-motored diesel units, equipped with dynamic brakes, coupled in multiple

Number of Units	Maximum Allowable-Amperage
3	700
4	650
5	580
6	540
7	500
8	460
9	430
10	410

Table 2

All six-motored diesel units coupled in multiple

Number of Units	Maximum Allowable Amperage
3	575
4	480
5	430
6	400
7	375
8	350
9	330
10	310

When any NP 5400 or NP 6000 series units are in an engine consist, to avoid overloading and damaging the electrical equipment, the maximum dynamic brake amperage must not exceed 540 ampere, regardless of the number or type of other units in the engine consist.

When six-motored diesel units are coupled in multiple with four-motored diesel units, each six-motored diesel unit must be counted as two units to arrive at the number of units to use in determining the maximum allowable dynamic brake amperage permissible as shown under Table 1. Example: engine consist of two NP 2500 series units and two NP 200, NP 300 or NP 7000 series units, a total of four units operating the train, but a total of six units for use in determining maximum allowable dynamic brake amperage permissible under Table 1, which would be 540 amperes. In no event shall tonnage exceed 75 tons per brake.

If engine is to be detached, trainmen must not close the angle cock on car or engine until whistle signal has been given. After recoupling and opening the angle cock, brake system must be recharged to the required presure and upon receipt of proper signal, application and release test of brakes on rear car shall be made from the engine as outlined in Air Brake Rules.

The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

When necessary to make a backup movement on ascending mountain grade sufficient hand brakes must be set on rear end to hold up the slack; then when ready to proceed ahead, hand brakes must be released starting from the rear car first and working toward the head end of train so the slack will run out gradually and avoid break-in-two.

If stop is made on descending grade, sufficient time must be allowed to recharge the train brake system which shall not be less than ten minutes after brake valve handle is placed in running position.

If stop is made on descending grade and engine brake only is not sufficient to hold the train, hand brakes must be applied to hold the train and to allow sufficient time to fully charge the train brake system.

Conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine may shove against caboose in either direction with the following exceptions:

Do not shove against passenger equipment, 80 foot or longer cars or wooden underframe equipment.

Air must be cut in on all helper engines and engine must not be cut off while train is in motion.

9. **Log Instructions—**
Rule 805E will not apply to trains handling only logs in the consist. Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading, giving particular attention to maximum width of load.

Top or "peaker" logs will not be handled on loads of thirteen or more logs in order that binders will bear on all outside logs instead of being held away from sides of logs by a top log. Cars must not be accepted for movement when loaded to a height exceeding 13 feet above top of rail, except where height of not more than one log extends above 13 foot limit to a maximum height of not more than 14 feet above top of rail.

A careful running inspection must be made before entering tunnels, and if visibility is such as to prevent a good running inspection, stop for inspection must be made prior to entering tunnels.

TRAINS HANDLING LOGS, WOOD BOLTS, OR VENEER BLOCKS, LOADED ON FLAT CARS WILL BE GOVERNED BY THE FOLLOWING INSTRUCTIONS:

Loaded log flats without permanent steel stakes will not be handled in trains unless logs are secured with at least two log binder cables, or two 2″ x .050″ high tension steel bands, or two 1¼″ x .065″ high tension steel bands, with binder cables or steel bands so placed that they will bear on each end of all top logs. Such bands or cables must extend around the entire load. In addition, where logs of less than full length are loaded on top of the so-called bunk log, there must be additional binder cables or bands as necessary so that cables or bands will bear on each end of such short logs. Band and cables must be tight.

When necessary to cut cable binders, they should be securely fastened to deck of car to avoid possibility of loose binders catching in switch points.

Such trains must, when running between stations, have a trainman stationed on rear platform or in cupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars, and obstruct other tracks, and prompt action must be taken to protect trains in case of obstruction. After dark such trainmen must be provided with lighted electric lamp, lantern or fusees to watch for logs.

Double Track—Conductors will notify train dispatcher when logs, wood bolts, or veneer blocks, loaded on flat cars are in their train and secure train order that trains, except work trains, on opposite track will be held at the next station until they have arrived. Trains handling logs loaded on flats must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when passenger trains on opposite track meet or pass such train; and if practicable, must be standing when freight trains are met, or passed on opposite track; but if not practicable, will pull by standing freight trains at reduced speed. When meeting or passing work trains between stations, one train must, when practicable, be standing.

Exception—

When loaded in compliance with the following instructions, logs in gondolas, skeletonized gondolas, permanent side stake log cars (SBF cars) and high stake log flats equipped with bunks may be handled in double track territory and through tunnels without log orders:

1. Bands on SBF log loads or bands and stakes on gondolas are not required when outside logs are loaded with more than ⅓ their diameter below top side of gondola or top of stakes on SBF cars. Inside logs must have good lay with four inches of log below end of gondola. Inside logs on SBF cars must have good lay and no short logs near car ends or used as top logs.

2. Two 2″ x .050″, or 1¼″ x .065″ high tension bands per pile of logs must be used when outside logs are loaded with two-thirds or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6 feet from ends of logs, being around and over all logs with two-thirds or more of log above gondola sides. When short logs are loaded above gondola sides, such logs must be secured as above by at least two bands.

3. When loaded in gondolas, two 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of and two 2-inch bands per pile of logs may be used with logs loaded one foot below top of stakes, with five strands No. 9 wire or ¾-inch band across top of load between stakes.

4. When loaded in gondolas, four 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of car may be used with five strands No. 9 wire or ¾-inch band across top of load between stakes. No bands around logs are required.

5. Car length logs loaded on high stake log flats equipped with bunks must have good lay on bunks and outside logs held in place by four stakes per side. Short length logs loaded on high stake log flats must have good lay on at least 2 bunks and outside logs held in place by at least 2 stakes per side and with no part of a log extending beyond car side. Stakes must be connected together at stake top with either chain or cable across car. Chain or cable passing through log load to be positioned so top logs have good lay and top logs must have sufficient weight to hold side stakes vertical. Side logs must not extend more than ½ their diameter above stake tops. Inside logs must be well pyramided with no short top logs. When loaded as above, no bands are required for logs loaded on high stake flat cars.

6. Eight foot logs loaded crosswise in gondola cars must have side protection of wire mesh or boards per Figure 11 of the AAR loading rules unless that portion loaded above gondola side is made up in bundles of not more than 1¼ cords secured with two ¾" x .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, eight foot pulpwood of uniform size must be placed vertically to provide a solid wall at each end of the car and these vertical pieces secured with one ¾" x .028" high tension band encircling all of the vertical pieces in a figure eight fashion so as to prevent lateral movement.

10. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Cheney and Yakima	75 MPH.	65 MPH.
MP 41 and MP 49 (between Sprague and Keystone)	60 MPH.	60 MPH.
MP 79 and MP 115 (east switch Cactus)	60 MPH.	60 MPH.
MP 21 and MP 35 (Gibbon)	60 MPH.	60 MPH.
MP 88 and Yakima passenger station	60 MPH.	60 MPH.
At UP crossing — Interlocking (between Parker and Union Gap)	60 MPH.	60 MPH.

Over public crossings within corporate limits:

	Passenger	Freight
Cheney	35 MPH.	35 MPH.
Sprague	45 MPH.	45 MPH.
Ritzville	30 MPH.	30 MPH.
Lind	60 MPH.	50 MPH.
Hatton	50 MPH.	50 MPH.
Connell	45 MPH.	45 MPH.
Pasco	25 MPH.	25 MPH.
Kennewick	35 MPH.	35 MPH.
Prosser	30 MPH.	30 MPH.
Mabton	50 MPH.	50 MPH.
Toppenish	35 MPH.	35 MPH.
Wapato	30 MPH.	30 MPH.
Yakima—Over Yakima Ave. and B, C, D Streets		20 MPH.
Approaching Psgr. Station, all trains		Reduced Speed

2. **At Ritzville**—Cars may be shoved over live rail of scale track on Mill Spur by holding onto 3 cars with engine.

3. **At Pasco**—Time of first class trains applies at passenger station. When passenger trains meet, the train required to take siding, unless otherwise instructed, will use a specified track in the passenger yard or hold the main track as directed by the yardmaster.

   Westward first class trains will run at reduced speed between the main track crossover connection at the east end of the Depot Yard and the Passenger Station.

   Dual control switches at east end of running track and at east end of Eastward Departure track are remotely controlled by telegraph operator in retarder yard office. When necessary, operator may be contacted by use of telephone located just inside the outer door of bungalow at each switch.

   Dual control switches at east end of westward receiving track, at both ends of first crossover east of hump office between eastward departure track and hump track, and at east end of lead west of hump office from eastward departure track to receiving yard are remotely controlled by retarder operator in yard office. Position of switches can be determined by switch indicator signal light located on side of track approximately 10 feet in advance of switch. Light will display green when switch is in normal position and yellow when switch is reversed. Normal position of east switch of westward receiving track and west switch of crossover just east of hump office is for eastward departure track. Normal position of east switch of crossover just east of hump office is for hump track.

   Double Track—Between east switch of main track crossover west of passenger station and dual control switch east of Columbia River Bridge on which trains will keep to the left, unless otherwise provided.

   Eastward extra trains and engines entering the Receiving Yard will be governed by Yard Track Indicator located on right side of west Receiving Yard Lead opposite No. 8 switch and, if necessary, eastward extra trains and engines will line themselves into the track designated.

   Westward extra trains and engines departing from Pasco Yard will advise operator at Passenger Depot of their destination.

4. **Between Pasco and Kennewick**—Train and engine movements may be made without train order authority.

   All train movements between Pasco and SP&S Junction or east switch at Kennewick are governed by Operating Rules 261 to 264 inclusive. Interlocked signals and switches are under the control of the Operator in Pasco Passenger Station.

5. **At Kennewick**—Signal 34 is normally an approach signal. When changed to a clear signal, an eastward train, not instructed by train order to take siding, may proceed on main track to east switch.

6. **Between Kennewick and North Richland—**
   BN and Union Pacific trains operate over Government Railroad between Richland Jct., on the Union Pacific Yakima Branch and North Richland, a distance of 10 miles.

   Movement of all trains or engines on the Government Railroad in both directions between Richland Jct., on the Union Pacific Yakima Branch east of Kennewick (Union Pacific Time-Table direction) and a yard limit sign on the Government Railroad, located at MP 43.8, approximately 3 miles west from Richland Jct. is governed by staff operation and from end of staff system to interchange yard or wye by yard limit rules and instructions from Government train dispatcher.

   Staff box located at Richland Jct. contains divided staff, lettered "A" and "B".

   The first train leaving Richland Jct. must know that both staffs "A" and "B" are in the box and must have in its possession staff lettered "A". Second train leaving Richland Jct. must have in its possession staff lettered "B". Both staffs "A" and "B" must be left in staff box located at Beginning of Yard Limits sign, which is located at MP 43.8, three miles west from Richland Jct.

   First train on return movement entering staff limits must know that both staffs are in the box and must have in its possession staff lettered "A", and second train entering staff limits must have in its possession staff lettered "B". Both staffs lettered "A" and "B" must be left in staff box at Richland Jct. and box locked.

In case only one train movement is to be made in the staff limits, dispatcher will notify the crew, and that crew must have both staffs lettered "A" and "B" in its possession and retain them for the round trip.

Train or engine movements on Government Railroad from end of Staff system into interchange yard and wye at North Richland, which is ten miles from Richland Jct., will be governed by yard limit rules, instructions or signals issued by Government Railroad dispatcher.

When two trains are run, the first train arriving at interchange yard will remain at that point until the second train arrives at the interchange yard.

Train register located at Richland Jct. Conductor will register engine extra number, date and staff (either "A" or "B"), which has governed his train movement, and will leave his staff in staff box.

Maximum speed on Government Railroad ..... 25 MPH.

Trains operating over Union Pacific tracks between UP connection at Kennewick and Richland Jct. will be governed by Union Pacific time-table and Consolidated Code Rules. Train orders authorizing their movement will be secured from UP operator at Kennewick. On return movement from Richland Jct. will register with UP operator at Kennewick.

The interchange yard at North Richland consists of four tracks—

No. 1—Capacity 103 cars.

No. 2—capacity 66 cars.

No. 3—capacity 61 cars.

No. 4—capacity 57 cars.

Government wye track is located just west of interchange yard.

West yard limit sign located 500 feet west of west wye switch. Station number for North Richland is KH-15.

Track 2 is receiving and Track 3 is delivering track.

UP train arriving at interchange yard head in on Track 2, stopping when into clear, cut off engine to return to east end of yard. BN trains pull up main track, head through the crossover into Track 1, cut off caboose and back train into Track 2 up to UP setout, any overflow to be set out on Track 1, then pick up east business which will be lined up on Track 3.

Conductors of trains operating between Pasco and North Richland will not handle waybills but will be furnished, by the Agent at Pasco, a list, Form 1551, which with two copies of conductor's switch list (one hard copy) will be delivered to government employe at interchange yard. One copy of list to be mailed to Agent at Pasco showing arriving time at interchange yard. No cars shall be handled from Pasco that are not shown on Form 1551. Government employe at interchange yard will furnish conductor three copies of list of cars to be picked up from interchange track, one of which will be mailed to Agent at Pasco showing time cars picked up.

The 700 Area Power Plant at Richland is located near the end of Duane Street siding, behind a security fence which is equipped with a locked gate. The following procedure will be observed to gain entrance into the Power plant.

Monday through Friday, conductor will advise weighmaster on duty at the scalehouse that cars are to be spotted within the 700 Area Power Plant. Weighmaster on duty will call emergency officer at security patrol, advising estimated time of arrival at the locked gate. Security patrolman will be assigned to open the gate and remain in attendance while crew performs the work.

On Saturdays, Sundays and holidays, conductor will call emergency officer, advising expected time of arrival at the 700 Area Power Plant, using telephone mounted on outside of scale house. Telephone number is posted inside telephone box.

7. **At Union Gap—**

Time of first class trains applies at switch at east end of siding. Siding extends westward and is connected with the east lead of the Yakima freight yard.

Westward trains arriving Yakima freight yard will, unless otherwise directed by train order, enter the yard by way of the crossover located 4320 ft. west of MP 87. Eastward trains leaving Yakima freight yard may use the Union Gap siding.

8. **At Yakima—**

Time applies at Passenger Station.

Normal position of switch leading to siding extending between

east end of Yakima yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

Freight trains arriving Yakima freight yard will be secured by setting not less than six (6) hand brakes on head end of eastward, and on rear end of westward trains.

Similar precautions must be observed while trains are being made up, the hand brakes to be applied until after engine is coupled to train and train air brake system is effective.

Time of first class trains and passenger trains operating as extras applies at passenger station. These trains taking siding will use high-line pocket unless otherwise instructed. Unless otherwise provided, time specified for other westward extra trains applies at yard office.

A flashing lunar white indicator is in service at Meade Avenue. This indicator is located in the southeast quadrant of the Meade Avenue crossing, on a 22 foot mast. Indicator will not operate until crossing signals have been in operation a minimum of 20 seconds. Train movements other than through movements on the Main Track or Track No. 1 must not enter crossing until flashing lunar white indicator is operating or unless Rule 103 is complied with. In switching movements on Main Track and Track No. 1, Rule 103 must be complied with if indicator is not operating.

A "CROSSING SIGNAL RESTART" sign is located north of the Main Track 600 feet west of Meade Avenue crossing. Eastward trains holding Main Track must stop west of this sign. If train is too long to be stopped west of this restart sign, train must be cut west of sign and the balance pulled 150 feet east of Meade Avenue.

"KEEP TRACKS CLEAR HERE TO CROSSING" clearance signs are located 150 feet east and west of Meade Avenue north of Main Track and south of Track 5. Care must be taken to keep the area between these signs clear of cars.

To avoid blocking street crossings, westward trains with more than 65 cars will not leave the east yard, when meeting trains, until the eastward train arrives.

Flagmen must precede cars shoved over Yakima Avenue crossing in addition to other crossing protection.

Normal position of switch leading to siding extending between east end of Yakima Yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

Automatic crossing signals have been installed at Yakima Avenue. The following are instructions for trainmen concerning the operation of the trainmen's pushbutton stations at the crossing:

TRAINMEN'S OPERATING INSTRUCTIONS, CROSSING SIGNALS, YAKIMA AVENUE, YAKIMA, WASH.

The crossing signal protection at Yakima Avenue is provided with Trainmen's push-button control stations adjacent to the crossing and with supervisory control from the Tower Watchman, and is operated as follows:

(1) The Yakima Avenue crossing signals are in automatic operation for trains approaching on either the Main Line or the Highline. Approaching trains start the signals automatically and after the last car passes the crossing the signals stop automatically. If an approaching train stops before reaching Yakima Avenue the Tower Watchman should stop the signals and restart them when the train once again approaches the crossing.

(2) The switching tracks are all provided with short track circuits across Yakima Avenue and the signals will start with occupancy of any of these track circuits, but no approach ringing circuits are provided.

(3) Trainmen's push-button control stations activate crossing signals for movements over the crossings on the Main Line, the Highline and Nos. 2, 3, 4 and 5 tracks.

These push-buttons are "Start-Stop" and are to be used by trainmen to start the signals before proceeding over the crossing.

To avoid unnecessary activation of crossing signals at Yakima Avenue crossing, when it appears that freight trains or switch

movements will be delayed crossing Yakima Avenue, they will remain clear of the insulated joints which are painted yellow and located approximately 50 feet on either side of the crossing, until the movement can be completed.

9. **Extra trains**—Between Gibbon and Parker will run via First Subdivision unless otherwise instructed by train order.

10. **Spring Switches**—

Instruction for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

At Pasco, just east of West Lewis Street underpass connecting roundhouse lead to Walla Walla freight lead normally lined for Walla Walla freight lead permitting trailing point movement from roundhouse lead to Walla Walla freight lead without hand operating the switch.

At Kiona, east switch of siding with facing point lock and equipped for switch key signal operation.

At Union Gap, east switch of siding with facing point lock.

11. **Dual Control Switches**—

At Pasco Passenger Station, all power operated switches within the limits of the depot interlocking.

Between Pasco and SP&S Jct., switch at west end of double track remotely controlled by operator at Pasco Passenger Station.

At SP&S Jct., junction switch remotely controlled by operator at Pasco Passenger Station.

12. **Sidings**—

Sprague: South or old westward siding will be used as single siding. When passenger trains are required to take siding, unless otherwise instructed, will use north or old eastward siding.

Lind: North or old westward siding will be used as single siding.

Connell: North siding is eastward; south siding is westward.

Badger: North siding is westward, south siding is eastward.

Prosser: North siding is eastward, south siding is westward.

Mabton: North siding is eastward, south siding is westward.

Toppenish: North siding is westward, south siding is eastward.

Wapato: North siding is eastward, south siding is westward.

At Toppenish and Yakima; when passenger trains meet, the train required to take siding, unless otherwise instructed, will use High Line Pocket track as siding.

13. **Register Stations**—

Pasco yard for trains originating or terminating.

Pasco Passenger station for first class trains and trains originating or terminating.

Prosser—For trains originating or terminating.

Yakima Passenger station: First Class trains, extra passenger trains, and Pacific Division Second Class and inferior trains.

Yakima Yard: All second class and inferior trains except extra passenger trains.

14. **Train Register Exception**—

At Gibbon and Parker trains will register only when directed by train order to do so.

At Yakima Passenger Station Pacific Division second class and inferior trains register by register ticket.

Yakima Yard: In addition to registering Pacific Division second class and inferior trains will leave a copy of train delay report on train register.

Portland Division second class and inferior trains arriving or departing, in addition to registering will leave a copy of register ticket on train register.

15. **Clearance Provisions and Exceptions Rule 83(B)**—

At SP&S Jct., Gibbon, Parker and Cheney. Westward trains to First Subdivision secure clearance at Marshall.

At Pasco, first class trains must obtain clearance.

At Yakima Yard Rule 83(B) does not aply to Westward extra trains. Westward extra trains secure clearance at Yakima Passenger Station.

At Yakima Yard, unless otherwise provided conductor and engineer arriving on Pacific Division Eastward Extra trains must deliver all clearance forms, train orders and messages still in effect, to relieving or connecting conductor and engineer.

16. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

17. **Automatic Interlockings Not Indicated at Stations—**
Parker, UP Crossing 0.5 miles west.

18. **Manual Interlockings Not Indicated at Stations—**
Between Pasco and SPS Jct., Bridge 1.0, lift span.

19. **At Cheney Spokane Division Special Instructions Govern.**
Cheney will not be considered an initial station for through trains moving to or from Portland Division First Subdivision to or from Spokane Division Second Subdivision.

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets	10 MPH.	10 MPH.
Within the city limits of Vancouver	65 MPH.	
At Lyle to dispatch U.S. Mail, Train 24	30 MPH.	
Through turnout at SP&S Jct.	25 MPH.	25 MPH.

2. **At Vancouver**—To avoid delay to first class trains, westward freight trains on which main line connections are to be made will allow not less than 30 minutes to effect connection prior to time eastward first class trains are due to leave Vancouver or prior to time westward first class trains are due to leave Eavan.

When using the Weigh-in-Motion Scales, speed of movements over scale track will not exceed 5 miles per hour while weighing and will not exceed 10 miles per hour when not weighing. Engineers will not use sand on this track.

Engine Restrictions—California Packing Corporation Spur and Barracks Spur restricted to switch engines or lighter power.

City Ordinance Prohibits the blocking of city streets in excess of five minutes.

3. **At Camas**—Siding is blocked with cars west of crossover and that portion cannot be used for meeting or passing of trains.

When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the Crown Zellerbach 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 new spur at Crown Zellerbach Corp. between the hours of 12:00 noon to 12:15 p.m., 12:45 p.m. to 1:00 p.m. and 5:00 p.m. to 5:15 p.m.

Cars must not be dropped or kicked when performing switching on the following tracks owned by Crown Zellerbach Corp.: New Spur, Converting Spur, Mill Spur and Warehouse Spur No. 3.

Impaired Clearance—Spur track serving the Bag Factory extends 96 feet inside building. Crews handling cars for this building must leave such cars outside and engines must not enter building account impaired side and verticle clearance.

4. **At Washougal**—Cars being set out on the siding are to be placed not less than 100 feet from either side of 32nd Street crossing.

5. **At Hegewald Timber Company Spur, Mile Post 52.7**—Trainmen will not ride in stirrups of cars being switched on the chip and sawdust spur tracks account close clearance of car mover located between these tracks.

6. **At Home Valley**—Skamania Loggers and Contractors, Inc., Veneer Plant has impaired clearance. All railroad equipment must be brought to a complete stop before entering the area of impairment.

7. **At Bingen-White Salmon**—When High Load Detector at Bridge 75-3 has been actuated by a high load passing through underpass, automatic block signals 75.2 and 75.3 will display a red color aspect over a lunar color aspect. When this indication is displayed, trains must stop short of bridge structure and make inspection for damage to bridge before passing over, notifying Superintendent from first available point of communication.

   Crossings located east of depot must not be blocked to excess.

   Cars being set out on either the Sand Track or Team Track are to be placed not less than 100 feet from either side of Maple Street crossing. Yellow marks painted on rails indicate 100-foot clearance points.

8. **At Wishram**—Eastward and westward through freight trains between Vancouver and Pasco will occupy main track, conditions permitting; westward trains stopping to clear crossover just east of Depot and eastward trains stopping to clear same crossover with rear end unless otherwise instructed.

   Eastward trains not having sufficient time to make Wishram for opposing or following superior trains, when conditions permit, may head in at Avery and proceed to Wishram via west wye extension, north leg of wye and Fourth Sub-division lead. Westward trains departing Wishram, not having sufficient time to make Avery via main track for opposing or following superior trains, may use this same route, conditions permitting.

9. **Between Wishram and Pasco**—A rear crew member will ride engine of eastward freight trains from Wishram to Roosevelt, get off on river side there, allow train to pull by so that inspection may be made for hot journals and other defects. A rear crew member of westward freight trains will ride the engine from Pasco to Plymouth and make running inspection from north side at that station, except on trains that main-line at Pasco.

10. **At Finley**—When switching over Bowles, Cochran, Game Farm and Lechelt Road crossings at grade a member of the crew must be on the ground at each crossing to provide protection.

11. Spring Switches without facing Point Lock.

    Vancouver ..... { East yard lead switch. / End of double track.

12. Spring Switches with facing Point Lock.

    Wishram .....East yard lead switch.

13. **Train Register Exceptions—**

    At Vancouver all trains register by ticket.

14. **Clearance Provisions and Exceptions Rule 83(B)—**

    At SP&S Jct.

15. **Between SP&S Jct. and East Switch Kennewick Siding**—All movements are governed by block signals, the indications of which supersede the superiority of trains for opposing and following movements on the same track. The end of bonded circuit is located 4500 feet west of west switch at Kennewick. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed.

16. **At SP&S Junction**—Dual control switch, electrically operated by remote control by the operator at Pasco, normal position for First Subdivision.

THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted: Passenger	All Freight and Mixed trains
Vancouver and Centralia except as indicated below	75 MPH.	65 MPH.
Westward Track—		
MP59 (just west of Chehalis Jct.) and Centralia	60 MPH.	60 MPH.
except Chehalis Jct. Interlocking	50 MPH.	35 MPH.
Eastward Track—		
MP 59 and Centralia	60 MPH.	60 MPH.
except Chehalis Jct. Interlocking	50 MPH.	35 MPH.
Both Tracks—		
Vancouver and Centralia		
Against the current of traffic	59 MPH.	49 MPH.
Except due to difference in curve elevation, eastward trains, running against current of traffic on westward track Napavine to Chehalis Jct., and westward trains, running against the current of traffic on eastward track Napavine to Vader, on curves	50 MPH.	49 MPH.
Vancouver and Portland	70 MPH.	50 MPH.
except over Bridges between Vancouver and Willbridge	30 MPH.	30 MPH.
Between Rye and Vancouver Jct.		15 MPH.

Between Rye and Vancouver Jct. advance warning signs are located 1500 feet in advance of the Reduce Speed signs.

	All Trains
At Centralia, within corporate limits	40 MPH.
At Chehalis, within corporate limits	40 MPH.
At Napavine, within corporate limits	50 MPH.
At Winlock, within corporate limits	50 MPH.
At Castle Rock, within corporate limits	40 MPH.
At Kelso, within corporate limits	40 MPH.
except 25 MPH over Allen Street crossing	
At Kalama, within corporate limits	40 MPH.
At Ridgefield, westward trains from passenger station and over Mill Street	50 MPH.
Eastward trains from point opposite switch of westward siding to and over Mill Street	35 MPH.
At Vancouver, over	
39th Street crossing just east of SP&S Roundhouse	40 MPH.
Street crossing just east of passenger station	10 MPH.
Westward trains approach passenger station at reduced speed.	
At Portland, through interlocking at south end PTR.R. Co. property and on depot yard tracks	6 MPH.
Handling Chips loaded in open top cars without net covering between Centralia and Vancouver	35 MPH.

2. **Bridge and Engine Restrictions—**

Bridge 0.59-Cowlitz River-Longview Line—	
Over Bascule span	20 MPH.
250 Ton wrecking cranes over Bridges on Longview Line	10 MPH.

Trains handling logs, wood bolts, or veneer blocks, loaded on flatcars, must not exceed ten (10) MPH. over the following bridges, and when passing over them trainmen will be so stationed as to notice falling logs, wood bolts, or veneer blocks that might damage bridge and pass signal to engineer for quick stop. Engineer must be on lookout for such signal.

Bridge 59, Newaukum River, between Chehalis Jct. and Napavine.

Bridge 81, Cowlitz River, between Vader and Castle Rock.

Bridge 84, Toutle River, between Vader and Castle Rock.

Bridge 100, Coweman River, between Kelso and Longview Jct.

Bridge 105, Kalama River, between Longview Jct. and Kalama.

Bridge 119, between Woodland and Ridgefield.

3. **At Centralia**—That portion of first track north of the eastward main track, east of the crossover at viaduct, will be used as an eastward siding. That portion of first track south of westward

main track from east end of yard to crossover at viaduct will be used as westward siding.

Crossings at Pearl and Tower Streets must not be blocked to exceed five (5) minutes.

4. **At Chehalis**—Cars may not be left on the Far West Homes track between BN and Milwaukee tracks.

   Westward trains will leave train east of West Street crossing, and eastward trains will leave trains west of Main Street crossing, when switching, picking up or setting out.

5. **At Chehalis Jct.**—Trains from Ninth Subdivision must not enter Third Subdivision until authority is received from dispatcher.

   Extra trains from Ninth Subdivision may run as westward extra trains with the current of traffic Chehalis Jct. to Centralia without train order authority.

   When the Interlocking Signal will not clear for trains from the Ninth Subdivision before proceeding on hand signals, they must be sure there is no conflicting movement evident on the CMStP&P tracks. The junction and crosover switches must be operated by hand.

   Trains crossing over from eastward track to enter CMStP&P will be governed by eastward interlocking signal.

6. **At Rocky Point**—First track north of main tracks will be used as eastward siding. First track south of main tracks will be used as westward siding.

   Crossing signal gates are in place at Cowlitz Gardens Road highway crossing, Rocky Point.

   To prevent excessive operation of these gates, the following features have been provided:

   (1) Eastbound approach on the eastward track has a timer which will cause the gates to clear after the approach has been occupied a predetermined time with a restart to re-activate the gates at Signal 95.8. Eastward trains leaving a portion of their trains on the eastward approach while switching at Rocky Point should cut their train west of Signal 95.8 to take advantage of this feature.

   (2) The main to main crossover located just east of Cowlitz Gardens Road crossing is circuited so that a train making a move from the eastward main to the westward main will not activate the gates until the train occupies the westward main track. Rule 103 must be observed.

   (3) The westward and the eastward approaches on the Columbia & Cowlitz Railroad connection over the crossing are provided with timing circuits set for 1 minute, and train occupancy of these approaches for more than one minute will cause the gates to clear and the train must observe Rule 103 when it approaches the crossing.

7. **At Longview Jct.**—Train originating at Longview must not enter Third Subdivision at Longview Jct. until authority is received from dispatcher.

   Extra trains originating at Longview may run as westward extra trains with the current of traffic Longview Jct. to Kelso without train order authority.

   Trains from Longview using east leg of wye to enter Third Subdivision main tracks will not pass governing signal if signal indicates Stop, except under protection of flag against first class trains. If signal indicates Proceed, movement may be made without flag protection.

   Normal position of switch to the wye just west of Cowlitz River Bridge is for the east leg of wye.

   Normal position of tail track switch on west leg of wye is for the tail track.

   Westward trains stopping at Longview Jct. to perform work must clear the east crossover so that eastward trains can cross over to the east end of the yard.

8. **At Longview**—Following whistle signals to be used for routes by trains or engines approaching Drawbridge 0.59 from East Yard:

   To east leg of wye.....1 long
   To west leg of wye.....4 short

9. **At Kalama**—

   No train shall stop or remain closer than 150 feet from City

property line at Kingwood Street for more than 10 minutes. Signs are placed and cars must not be left beween the signs.

Trains, after setting out or picking up, must leave Kingwood Street Crossing clear.

10. **At Vancouver**—Junction switch at east end of Columbia River Bridge will be set for Third Subdivision. Westward trains stop before engine reaches fouling point between Second and Third Subdivisions.

No train order signal maintained.

No. 1 track will be used as westward siding.

At 39th Street automatic crossing gate operation is in effect and eastward trains making pickups or setouts to the siding or the Yard Lead must not leave cars on the eastward track east of Signal 1350.

Main line switch of crossover must be left lined for yard lead when movement is made from eastward track to the yard lead. Main line crossover switches must be left open when movement is made from eastward main track to siding or westward main track. If necessary to clear westward track for westward trains, gates must be cleared by using manual control switches.

When recoupling to cars left on eastward main track, crossing must be cleared on westward side before proceeding eastward.

Yard crews must use manual control switches when working in vicinity of crossing to prevent unnecessary operation of gates.

One manual control switch is located near yard lead and another near Guthrie spur.

Street crossings must not be blocked to exceed five (5) minutes.

When using the Weigh-in-Motion Scales, speed of movements over scale track will not exceed 5 miles per hour while weighing and will not exceed 10 miles per hour when not weighing. Engineers will not use sand on this track.

Engine Restrictions—California Packing Corporation Spur and Barracks Spur restricted to switch engines or lighter power.

City Ordinance Prohibits the blocking of city streets in excess of five minutes.

11. **At Portland**—Eastward trains from Portland yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

Freight trains except caboose hops entering Portland yard, will, unless advised to the contrary, head in on 21st Avenue lead, stop east of 14th Avenue and call for track. Caboose hops will use main line pocket.

Northwest Lovejoy Street, between 9th and 12th Avenues, will be closed to vehicular traffic between the hours of 6:00 p.m. and 6:00 a.m. daily, with barricades placed to cover this closure. This does not relieve crews from compliance with Operating Rule 103.

Between the hours of 6:30 a.m. and 11:00 a.m., and at any other time when the 21st Street Lead is blocked due to weighing of cars at the scales, freight trains entering Hoyt Street Yard will head in at 15th Street switch instead of the 21st Street Lead.

Impaired Clearance—Hoyt Street Yard: All tracks except Nos. 1, 2 and 3 in middle yard have impaired horizontal clearance and will not clear a man on side of car.

Cars spotted on city streets must be protected by two red lights on each end of end car.

Cars exceeding an outside length of 51 feet and 10 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

At Pettygrove Street and 22nd Avenue, when moving in either direction, a member of the crew must ride on the leading side step of engine.

At Nicolai Street and 22nd Avenue, when moving in either direction; a member of the crew must ride on the leading side step of engine; and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic, then board the last car.

Account heavy curvature on Industrial Center lead between 30th and 31st Avenues and St. Helens Road, 50-foot and longer cars

equipped with six-wheel trucks must be handled with engine only. When switching multiple or long loads on heavy curvature in the Industrial Center, extreme care must be used.

Extremely careful handling is necessary when switching cars on Ward No. 3 Track at 24th and Nicolai Streets, especially when handling cars of varying lengths coupled together.

United Supply Company spur located in the Industrial Center Addition has impaired horizontal clearance and will not clear a man on side of car.

12. **At East Portland**—Yard crews switching over S.P. Co. trackage at East First and Main Streets, must, before leaving crossing, assure themselves that signals have cleared for S.P.Co. trackage to avoid delay to S.P.Co. trains due to failure of signals to clear. Employes handling switch lock lever must be positive that it is in proper position when they have completed their work in that vicinity. When lever is placed in normal position and door of the box closed, signals on the S.P.Co. will clear. If, for any reason, after lever has been restored to normal position, signals on the S.P.Co. tracks fail to clear, the train dispatcher must be notified immediately.

The following governs the use of tracks constituting the East Second Street Yard: Tracks 1, 4, 5 and 6 are owned by the Union Pacific Railroad. Tracks 2 and 3 are owned by B.N. Railway.

Track 1 is for delivery of cars to the Union Pacific, and the Union Pacific will use this track for other business provided it does not interfere with the BN making their deliveries.

Track 2 is for Union Pacific to make delivery of cars. This track may be used for other business provided it does not interfere with the Union Pacific making deliveries.

Track 3 is for use as a thoroughfare between Portland and East Portland and must not be used by the Union Pacific.

Track 4 is for use by the Union Pacific as a thoroughfare between Albina and East Portland and must not be used by other movements.

Tracks 5 and 6 are for exclusive Union Pacific use.

S.E. Second Ave. between S.E. Main and S.E. Madison Sts.—Engines must stop at stop signs at junction with Union Pacific Railroad Co., giving precedence to Union Pacific trains and engines.

13. **Between Portland and Vancouver**—To avoid damage, engine brakes must not be fully applied or engine power greatly accelerated while passing over rail locks of draw spans on the Columbia River, Oregon Slough and Willamette River Bridges.

14. **At Willbridge**—Engineers of eastward passenger trains in addition to sounding whistle signal 15 (1) as required, will sound this signal as an additional alarm approaching Automatic Block Signal No. 3.6 located just west of Doane Street lead.

The blowing out of steam line on passenger trains is prohibited while passing through Willbridge account hazard to employes.

When making set-outs of more than 33 cars on Track A-5 or coupling into other cars on this track and it is necessary to shove cars into Track A-1, crews must observe the provisions of Operating Rule 808 (C) to avoid possible sideswipe of cars being set out on Track A-1 by another train at the same time.

15. **At Barnes**—Tracks 13 and 15 will be designated as inbound interchange tracks and Tracks 14 and 16 as outbound interchange tracks.

16. **At North Portland Jct.**—Rule D-83 does not apply.
The four tracks located between main track and the stock yards are numbered from east to west (compass direction) as Nos. 1, 2, 3, 4.

Track No. 1 is for interchange of cars from the Peninsula Terminal Company and BN to the Union Pacific.

Track No. 2 is for interchange of cars from the Union Pacific and the Peninsula Terminal Company to the BN

Track No. 3 is a running track for all companies.

Track No. 4 is for interchange of cars from the Union Pacific and the BN to the Peninsula Terminal Company.

17. **Switches Equipped with Electric Switch Locks**—
Chehalis Jct., switch leading to Ninth Subdivision, switch leading to CMStP&P, and all switches on the two crossovers. Electric locks have emergency releases.

Longview Jct., switch leading to east leg of wye and the west switch of crossover.

18. **Logs**—Logs, wood bolts or veneer blocks loaded on flat cars with permanent steel stakes may be handled in trains after dark between Chehalis Junction and Centralia as provided under instructions for all subdivisions.

At Ostrander Tunnel—Trains handling logs on all types of flat cars through either tunnel must be sure loads are in good condition before entering. A trainman must make inspection from rear of train while passing through tunnel to ascertain if the tracks are left clear. Conductor of train will be responsible for inspection of train prior to entering tunnel and for knowing that tunnel is clear after passing through.

19. **Yard Limits—**

Tracks between Yard Limit signs west of Centralia and east of Wabash operated as one yard.

Tracks between Yard Limit signs west of Chehalis Jct. and east of Chehalis operated as one yard.

Track between Longview, East Yard and Longview Jct. operated as one yard. At East Yard, normal position of switches will be for siding.

Tracks between yard limit signs west of Kelso and east of Rocky Point operated as one yard.

20. **Train Register Exceptions—**

Centralia Psgr. Station, through trains register by ticket and will be furnished check of register by train order or register ticket.

Centralia yard for extra trains originating and terminating.

Longview freight for trains originating or terminating.

At Vancouver telegraph office. All trains register by ticket and will be furnished check of register by train order or register ticket.

At Willbridge trains will register by ticket.

At Willbridge, all trains from the Seventh Subdivision, will require a check of register in train order form.

At Vancouver, all westward trains, except first class will require a check of register in train order form.

21. **Clearance Provisions and Exceptions Rule 83(B)—**

At Longview Jct., Longview, Vancouver Jct., Rye and Chehalis Junction.

22. **Interlockings and Drawbridges Not Indicated at Station—**

Chehalis Jct., CMStP&P Crossings, Interlocked.

Between Longview Jct. and Longview (Longview Line)
Drawbridge 0.59, Cowlitz River, Interlocked.
Columbia River, center of draw, Interlocked.
Oregon Slough, center of draw, Interlocked.
Willamette River, center of draw, Interlocked.

At Willbridge—Whistle signal — o — will be sounded for route to Sixth Subdivision. Upper unit of westward home interlocking signal governs movements on westward main track Second Subdivision. Lower unit governs movements to Sixth Subdivision.

At North Portland Jct.—Calling for diverging route through interlocking, the following whistle signals will be sounded:

From and to UPRR o —
Stock Yards: From Second Subdivision o — o
From UPRR o o o o

At Oregon Slough Bridge—Drawbridge operator subject to call to operate draw for river traffic and can be reached through the Willamette River Bridge (Tel. CA 8-9111, Extension 584) or Columbia River Bridge (Tel. OX 3-5873). Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

Eastward—For Second Subdivision —
For First Subdivision o o —
Westward—From First Subdivision o — o
From Second Subdivision o o o o

Upper unit of Eastward Absolute Interlocking Signal governs movements on Second Subdivision. Lower unit governs movements to First Subdivision.

23. **Derails**—At Vancouver Jct., on Rye Line main track 900 feet from junction switch.

24. **Spring Switches with Facing Point Locks—**
Willbridge Siding ..... Both Switches of Siding

25. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight and Mixed
Wishram and Bend	60 MPH.	60 MPH.
Between Wishram and MP 87	40 MPH.	35 MPH.
Between MP 87 and MP 98	30 MPH.	25 MPH.
Over Bechtel Corporation trackage, Madras		10 MPH.
Over C Street crossing, Culver	50 MPH.	50 MPH.
Between North City Limits and A Street, Redmond	50 MPH.	50 MPH.
Between A and H Streets, Redmond	35 MPH.	35 MPH.
Between H Street and South City Limits, Redmond	50 MPH.	50 MPH.
Between North City Limits and Revere Street, Bend	50 MPH.	50 MPH.
Between Revere Street and end of line, Bend	25 MPH.	25 MPH.
Over Revere Street when using siding, Bend	10 MPH.	10 MPH.
South Jct., East End Siding	25 MPH.	25 MPH.

2. **At Wishram Second Subdivision Instructions Govern—**

3. **At Wishram**—Normal position of switches at both ends west wye extension is for west wye extension. East and west crossovers between main track and west wye extension are designated as "Wishram wye crossover," and "west wye extension crossover," respectively.

Normal position of switch connecting Fourth Subdivision Lead to east leg of wye is for north leg of wye, and normal position of switches connecting east leg of wye to Fourth Subdivision and west leg of wye to west wye extension is for west leg of wye.

Automatic block signal T.02, located west of west leg wye switch, is approach signal to drawbridge home interlocking signal and governs eastward movements from west wye extension to Fourth Subdivision.

Automatic block signal T.04, located on east leg of wye at clearance point with west leg of wye, governs movement from Fourth Subdivision Lead to Fourth Subdivision; and when south switch of wye is lined for movement from east leg, and there are no conflicting movements, signal will display proceed indication.

Eastward and westward through freight trains between Vancouver and Bend will operate through via west leg of wye. Eastward through freight trains from Second Subdivision to the Fourth Subdivision, unless advised to the contrary, will head in at west switch of Avery siding, make their pickup on either Track 1 or 2 as directed, then proceed on west wye extension to west leg of wye at which point change of crews will be made. Trains from the Fourth Subdivision going west on the Second Subdivision will also change crews in vicinity of west leg of wye, then, dependent upon existing conditions, will proceed either through Wishram wye crossover or west wye extension crossover, entering main track at these points; or on west wye extension through Avery siding, entering main track at the latter point; then make their set out of eastbound traffic on either Track 1 or 2 as directed.

Engineers of trains arriving, after making stop in vicinity of west leg of wye to effect change of crew, must apply brakes with not less than a 20-pound brake pipe reduction, to be released by the outgoing engineer.

4. **At O.T. Junction**—Dual-control, electrically operated switch, governed by interlocking signals and rules, is under remote control operated by the Columbia River drawbridge operator. Normal position of switch is for Fourth Subdivision.

   Upper unit of eastward absolute interlocking signal governs movements over drawbridge to west wye extension through west leg of wye. Eastward trains from the Fourth Subdivision en route classification yard will operate south and east switches of wye before proceeding through leg of wye.

5. **At Kaskela**—See no failure to sound signal 15 (1) prior to passing over private crossing located between switches of the siding.

6. **At Madras**—
   (a) Eastward freight and mixed trains, with dynamic brakes not in operation, will stop and turn up retaining valves on all loaded cars and on alternate empties and stop at South Junction to turn down retainers. Running brake tests will be made on eastward trains at, or one mile east of Madras.
   (b) The following will govern use of retaining valves between Madras and South Junction:

   With tonnage in excess of ascending rating one retaining valve (but not less than a total of 15) must be used for each 60 tons in excess of rating to assist dynamic braking on descending grade between Madras and South Junction.

   When use of retaining valves is required these valves must be used starting from head end of train.

   Additional retaining valves must be used when in the judgment of the engineer and conductor their use is necessary to control speed of train.

   When retaining valves are in use, speed of 20 MPH must not be exceeded.

   (c) Dynamic brake must be tested for proper operation before passing summit of grade; and, if one or more units have inoperative dynamic brake, train must be stopped immediately and retaining valves set up in accordance with paragraph (b) of these instructions. If less than 2 units have operative dynamic brake, the dynamic brakes must not be used and paragraph (a) will govern.
   (d) During test and before passing summit of grade, inspection of each unit of the locomotive must be made to determine if dynamic brake is operating properly.

   Impaired Clearance—Concrete curbing enclosing loading platform paralleling house track full length of seed cleaning plant of The Pacific Supply Co-operative affords close side clearance.

7. **At Culver**—Trains performing station work must not block main crossing unnecessarily or to excess, particularly during hours school busses are en route either to or from school.

8. **At Prineville Junction**—Trains performing station work must not block the O'Neil Market Road crossing just west of the depot excessively.

9. **At Redmond**—Dropping cars over Ochoco Highway crossing is prohibited. When performing switching operations on the Dant and Russell spur, cars must not be left foul of bonded circuit governing operation of the flashlight light crossing signals installed at this crossing.

   The Airport crossing, Ochoco Street crossing, "A" Street crossing located 100 feet east of the depot, and the county road crossing located 1,500 feet west of east switch to siding, must not be blocked excessively.

10. **At Bend**—
    Olney Street crossing must not be blocked unnecessarily or to excess.

    Conductors will register in tie-up book in yard office, indicating the date and where the train crew will stay during the layover period. If a change in location is necessary after registering, the yard office must be notified. Enginemen will do the same at the roundhouse.

    Impaired Clearance—A car spotted on the Oregon Hardware Warehouse will not clear a man riding on side of car on the No. 2 Lead.

Engine Restrictions—Engine classes D.E. 6000 H.P. and heavier not permitted on the following tracks: Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas, Drill and Mill spurs.

11. **Spring Switches with Facing Point Lock**—

Dixon	Both switches of siding
South Junction	West switch of siding
Paxton	West switch of siding

12. **Interlockings and Draw Bridges**—

Columbia River, MP T-1.3 center of draw, Interlocked.
The following engine whistle signals will be sounded in calling for route:

Fourth Subdivision	o o o o
Union Pacific Railroad Co.	— o —

13. **Clearance Provisions and Exceptions Rule 83(B)**—

At O.T. Junction—Rule 83(B) does not apply to westward Union Pacific trains to the Fourth Subdivision, such trains must secure BN clearance at The Dalles.

At Bend—Eastward Union Pacific Railroad Company trains must secure Union Pacific Railroad Company Clearance.

FIFTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight
Bend and Bieber	49 MPH.
Bend and Bieber—When using Manual Block	60 MPH.

2. **Train Register Exceptions**—

Chemult, all trains register by ticket.

3. **Automatic Interlockings. Not Indicated at Station**—

Stronghold, 0.4 miles east of.....S. P. Ry. crossing

4. **Manual Block System**—

When notified by train order, a Manual Block System will be in effect on this subdivision between the stations and during the time designated in the train order.

Trains must comply with all speed restrictions required by rule, special instructions or bulletins, and observe speed signs.

A train must not enter into a block when the Manual Block System is in effect unless Clearance is received, properly filled out, including information relative to the condition of the block whether (clear) or (occupied).

Permission may be given to make a visual check of the arrival of an opposing train, the following will be inserted on the line containing the 97 (A) information:
"After **(train)** arrives at **(station)** block clear to **(station)**."

A wire failure clearance cannot be accepted when Manual Block operation is in effect.

When the Manual Block System is in effect and the block is occupied, proceed in accordance with the instructions as contained in the train orders.

Speed signs governing movements when Manual Block System Rules are in effect are white numerals on a black background and are located in the top position on the post.

Speed signs governing movements when Manual Block System Rules are not in effect are black numerals on a white background and are in the bottom position on the post.

5. Klamath Falls, draw bridge over Lake Ewauna.
Trains and engines must stop before crossing draw span and be governed by indication of the color light type signal. Yellow light indicates that draw span is in safe position for rail traffic.

Red light indicates that draw span is not in safe position for rail traffic. If the red light is displayed or in the absence of a light when draw span appears to be in proper position for rail traffic, movement may be made at restricted speed when preceded by a flagman across drawbridge.

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speed Permitted
Goldendale and Lyle	30 MPH.
On curves 5 degrees and over	15 MPH.

2. **Clearance Exceptions and Provisions Rule 83(B)—**
Goldendale, Lyle.

3. **Bridge and Engine Restrictions—**
250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Willbridge to Seaside	50 MPH.	40 MPH.
United Jct. over switch	25 MPH.	25 MPH.
Through Linnton, Scappoose and Rainier	20 MPH.	20 MPH.
Within City Limits of St. Helens	40 MPH.	
Over Church Street Crossing, St. Helens	30 MPH.	30 MPH.
Within City Limits of Columbia City and Goble	40 MPH.	
U. S. Government Trackage, Locoda		10 MPH.
Between East City Limits and 14th Street, Astoria	30 MPH.	30 MPH.
Between 14th Street and West City Limits, Astoria	25 MPH.	25 MPH.
Between Astoria and Seaside	30 MPH.	20 MPH.
Over Young's Bay Draw Span, Bridge 102-6	12 MPH.	12 MPH.
Within City Limits of Warrenton, Gearhart and Seaside	20 MPH.	
Over East and West Legs of Wye, Warrenton	10 MPH.	10 MPH.
Between Warrenton and Hammond	15 MPH.	15 MPH.

2. **Bridge and Engine Restrictions—**
250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.

3. **Spring Switch with Facing Point Lock—**
Willbridge Siding.....Both Switches of Siding

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Warrenton.
Draw Bridges—
Clatskanie River, MP 62.7 center of draw.
Blind Slough, MP 84.8 center of draw.
John Day River, MP 94.8 center of draw.
Youngs Bay, MP 102.6 center of draw.
Skipanon Creek, MP 105.5 center of draw.

5. **At United Junction**—Spring switch, normal position for Eighth Subdivision.

6. **At Scappoose**—When performing station work do not block any of the three highway crossings to excess. If any excessive delay, arrange to cut the main crossing just east of the depot.

7. **At St. Helens**—City Ordinance prohibits the blocking of an improved street in the City of St. Helens for a longer period than 10 minutes.

8. **At St. Helens Plywood Company Spur**—Cattle crossing approximately 20 car-lengths from head block of spur leading from main track must not be blocked.

9. **At Rainier**—Street crossing just west of pavement must not be blocked.

10. **At Clatskanie**—Cars must not be left spotted on trackage closer than 125 feet on either side of road crossing located just west of depot.

11. **At Clifton**—When storing cars on siding, county road crossing located 500 feet west of the east switch must not be blocked.

12. **At Astoria**—During hours telegrapher is on duty, trains must secure Clearance before proceeding.

A City telephone is available in the booth adjacent to the register at Astoria. Westward trains will phone 325-7127, notifying operator of the Youngs Bay Bridge of intended passage.

Impaired Clearance—Overhead crossing over port dock tracks leading from Pier 1 to Pier 3 has but 17 feet clearance from top of rail. Trainmen must use care when switching in this area.
Bridge and Engine Restrictions—Engines not permitted on dock portion on any of the three tracks located on Pier No. 2.

13. **At Warrenton**—Normal position of switch is for Seventh Subdivision.

When switching or moving over any public crossing in the vicinity of the Wye Track, all trains and engines must comply with Rules 15(1) and 30 on each occasion.

14. **At Flavel**—Bioproducts Incorporated, in connection with their whaling operation, will at times place a whale haul-out ramp across track at a point 270 feet east of their present dock crossing.

During time this haul-out ramp is in place, track will be impassable, protected by red flag and light. All trains will approach this point prepared to stop short of obstruction if in place.

EIGHTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
United Junction and Banks	25 MPH.
Banks and Vernonia	20 MPH.
Bowers Jct., over Forest Grove Jct. Switch	25 MPH.
Within City Limits of Vernonia	15 MPH.
Within City Limits of Beaverton	20 MPH.
Beburg and Greton on S. P. tracks	20 MPH.
Over Bridge 43-4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	
Cherry Avenue and North 5th Street, Salem	20 MPH.
North 5th Street and West City Limits, Salem	15 MPH.
Passing Paper Mill, Salem	5 MPH.
Through Albany, Harrisburg and Junction City	20 MPH.
North City Limits and Garfield Street, Eugene	20 MPH.
Over Garfield Street and to end of line, Eugene	10 MPH.
Forest Grove Junction and Forest Grove	25 MPH.
Through Hillsboro and Forest Grove	20 MPH.
Lebanon and Sweet Home	25 MPH.
Through Sweet Home	20 MPH.
Over Santiam Highway crossing, Sweet Home	10 MPH.

2. **Bridge and Engine Restrictions**—
250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.

3. **Heavy Cars**—
Between Wilsonville and Salem:
35 ft. or over in length.....240,000 lbs.
Under 35 ft.....200,000 lbs.

4. **Clearance Provisions and Exceptions Rule 83(B)**—
United Junction
Bowers Junction
Forest Grove Junction
Lebanon

5. **Spring Switches Without Facing Point Lock**—
United Junction.....Junction of Seventh and Eighth Subdivisions
Bowers Junction.....Junction for Eugene

6. **Railroad Crossings Not Indicated at Station**—

	Miles from Portland
Southern Pacific Co.	26.3
Southern Pacific Co.	70.9
Southern Pacific Co.	71.0
Southern Pacific Co.	71.2
Southern Pacific Co.	71.5
Southern Pacific Co.	97.7
Southern Pacific Co.	97.9
Southern Pacific Co.	140.7

7. **At United Junction**—Spring switch, normal position for Eighth Subdivision.

   At Bowers Junction—Spring switch, normal position for Eugene Line.

8. **Impaired Clearance—At Haydite**—Account proximity of shale bluff, clearance is less than standard between switch and clearance point on east end.

(BOWERS JCT.-EUGENE)
(ALBANY-FOSTER)

9. **Between Bowers Jct., Eugene, Albany and Foster—At Any Station**—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

10. **At Beaverton**—Traffic control signals have been installed by the Oregon State Highway Department at intersection of Oregon Electric Railway with Tualatin Valley Highway and Hall Street. Flashing light crossing signals are interconnected with the traffic signals. The presence of a train in operating circuits will keep all signals at stop. A push button is located on each side of intersection for use of motor car operators. When button is pushed the traffic signals are all placed in stop position for a period of one minute to provide time for motor cars to clear the intersection.

    Traffic at this intersection is extremely heavy, and every possible effort must be made to keep the traffic delays to a minimum. Train crews moving into Beaverton Proper with light engine, intending to eat, must clear main track completely so that signals will operate properly on return trip.

    The four highway crossings must not be blocked excessively.

    General Motors Corporation has installed a private lock on the railroad gate to their property, with a signal button located on a post outside the fence just to the left of the gate. A guard will immediately open the gate for switching movements when the button is pushed, and he will close and lock the gate when switching is completed.

11. **Southern Pacific Company Absolute-Permissive Block Rules 740, 741, 742 and 744 Govern Operations over S.P. Co. Track Between Greton and Beburg**—Telephone in booth at Beburg and Greton connected with both B.N. Co. and S.P. Co. dispatcher's offices by means of two-way switch.

12. **Beaverton to Greton**—Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, Mile Post E-27.14.

    Member of train crew will operate upper pushbutton marked SIGNAL. White light will indicate control has been requested. After an interval, white light will go out and green light will indicate that train can proceed. Signal at junction switch will remain clear for a period of ten minutes, and move through Beaverton should be completed in this time. If train is not ready to proceed after receiving green light, press pushbutton marked CANCEL. If, after several attempts, signal cannot be cleared the dispatcher must be notified.

13. **Greton to Beaverton**—Trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Greton to observe indication of Block Indicator 7519. If indicator shows clear, junction switch can be lined for movement. When Signal 7518 clears, the junction switch at Beburg will automatically be positioned for movement to the B.N.; and lower arm of signal at this switch will clear accordingly.

14. **At Salem**—Signs reading "X-Signal Start Broadway" have been installed each side of Broadway Street, one 538 feet from the street on the west side "Train Direction" and the other 544 feet on the east side, which indicate the starting circuits of the crossing signal. When performing switching in this vicinity, cars must not be left standing within these starting circuits, causing activation of the crossing signal.

15. **At Albany**—Normal position of Junction switch is for B.N. During hours telegrapher is on duty, trains must secure Clearance before proceeding.

    Cars on Tracks 14 and 15 in Albany Yard must not be left blocking crossings located approximately 100 feet east of the west switch and 500 feet east of the west switch.

16. **At Junction City**—Extreme care must be exercised when switching the Valley Plywood spur to prevent damage and hazard of severing electric cable located two feet beyond end of rails.

17. **At Eugene**—Trains and engines will stop before passing over West Fifth Street at its intersection with Blair Boulevard.

18. **Instructions Governing Operation over SP Co. Tracks between Albany and Lebanon—**

Trains between Albany and Lebanon will cross SP Co. main tracks through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located on derail on B.N. track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules SP 93 and SP 842.

When no yardmaster or representative present must comply with Rules SP 83 and SP 83(C), eastward trains obtaining check of register at Albany station, and westward trains obtain check on register by telephone from SP Co. operator at Albany, before fouling S.P.Co. main track. Check of register received by telephone must be repeated for verification.

Telephone connected with telegraph office, SP Co., Albany, is located in booth at Lafayette Street.

19. **At Lebanon**—Junction switch located at SP Co. MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on SP Co. main track. Normal indication of signals on SP Co. track is "proceed" and signal on B.N. Co. "stop".

When block indicator located at main track switch indicates block clear, switch may be lined for movement to SP Co. track; and when so lined, and block is clear, signal on B.N. Co. will change to proceed. If Signal does not change to proceed, be governed by Rules 509 and 99. When operator is on duty at Lebanon, trains will obtain permission from operator before entering SP Co. main track.

When operating over Southern Pacific Co. trackage, strict compliance must be observed of Southern Pacific Company Air Brake Rules and Regulations.

Employes operating over joint trackage of the Southern Pacific Company who carry standard watches and who fully comply with B.N. Ry Co. watch comparison and cleaning regulations will be considered as having complied with Southern Pacific Co. requirements.

On Southern Pacific Co. trackage, trains, when equipped with paddle markers, will display a portable electric red light to the rear of caboose at night, to be replaced by a portable electric white light when in the clear on a siding.

20. **Impaired Clearance—**

At Albany—S.P. Co. overhead bridge, State Highway bridge and S.P. Co. siding all on Water Street, will not clear a man on top of car.

Bridge 35.3 Tualatin River—one mile east of Tualatin.

At Tualatin—S.P. Co. Overhead Bridge 35.8 will not clear a man on top of car.

21. **Engine Restrictions—**

At Wilsonville—Engines in excess of four DE units coupled together not permitted on Bridge 43.4.

At Beaverton—On General Electric Company spur, two or more road switcher type units cannot be used in multiple account excessive curvature.

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted All Trains
Chehalis Jct. and South Bend	30 MPH.

Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.

2. **Bridge and Engine Restrictions—**

250-ton wrecking cranes ..... Not Permitted
150-ton wrecking cranes, pile drivers 25-28 incl., U25, U28C and SD45 locomotives, and cars over 40 ft. long weighing between 220,000 lbs. and 263,000 lbs.:
Over Bridges 0, 2, 5, and 37 ..... 10 MPH.
Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:
Over Bridge 38 ..... 20 MPH.
Over Bridges 0, 2, 5 and 37 ..... 10 MPH.

3. **At Chehalis Jct.—**

Switch leading to Third Subdivision and west switch of east crossover are electrically locked.

See Also Item 5 of Third Subdivision.

4. **Between Chehalis Jct. and PeEll**—Track will be used jointly by BN and CMStP&P between Chehalis Jct. and Dryad Jct. and by BN, CMStP&P and CW Railway between Milburn and Dryad Jct. and by BN and CW Railway between Dryad Jct. and PeEll operated by and in accordance with BN Time Table and Special Instructions

At Chehalis Jct., westward trains from CMStP&P to Ninth Subdivision, will stop at signal located on CMStP&P track, line the switch to westward BN track, and, if signal indicates "proceed", train may enter westward track; then, if train rights permit, line the switch for the Ninth Subdivision.

Eastward trains, from Ninth Subdivision, to enter CMStP&P tracks, will be governed by indications of signal on Ninth Subdivision.

5. **At Raymond**—All switching movements over Ocean Beach Highway crossing 527 feet east of station, must be protected by flagman.

6. **Drawbridge 53**—Willapa River, west of Raymond, bridge will be left open when tenders not on duty. Trains will not pass over drawbridge until proceed signal is received from drawbridge tender, using yellow flag by day and a yellow light by night.

7. **Mountain Grade—**

MP 29 to 2000 feet west of MP 34, between Pluvius and Frances.

See All Subdivisions Mountain Grade Operation.

8. **Train Register Stations—**

Pe Ell and Millburn for CW trains.
Dryad Jct. for CMStP&P westward trains.

9. **Clearance Provisions and Exceptions Rule 83(B)—**

At South Bend, Dryad Jct., Chehalis Jct. and Millburn.

10. **Automatic Interlocking Not Indicated at Station—**

Between Chehalis Jct. and Adna.
CW Crossing.

11. **Drawbridges—**

Between Raymond and South Bend.
Drawbridge 53, Willapa River.

TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Centralia and Gate	30 MPH.
Gate and Elma	30 MPH.
Elma and MP 59	40 MPH.
MP 59 and Hoquiam	35 MPH.
Markham and South Aberdeen	25 MPH.
South Aberdeen and Cosmopolis	12 MPH.
Markham and Cosmopolis, trains handling wrecking crane, pile driver or locomotive crane	10 MPH.
Other trains	20 MPH.
At Gate, approach Centralia-Moclips Junction Switch at reduced speed.	
At Centralia—Over streets within corporate limits	30 MPH.
At Blakeslee Junction—Over CMStP&P and UP crossings	15 MPH.
At Oakville, within corporate limits	30 MPH.
At Elma, within corporate limits	30 MPH.
At Montesano, within corporate limits	30 MPH.
At Hoquiam, within corporate limits	30 MPH.
At Aberdeen—	
Over streets and crossings	10 MPH.
Within City Limits, elsewhere	20 MPH.

Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.

2. **Bridge and Engine Restrictions—**

250-ton wrecking cranes:

Between Hoquiam and Moclips	Not Permitted
Between Cosmopolis and Markham:	
Over Bridge 2	Not Permitted
Over other bridges	10 MPH.

U25, U28C and SD45 series locomotives:

Over Bridge 91.1 near Carlisle	10 MPH.
Over Bridge 2 near Aberdeen Jct.	10 MPH.

Heavy Car Restrictions—

Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. must be separated from engine, and each other by a car weighing less than 177,000 lbs.

Over Bridges 91.1, 94, 97 between Aberdeen and Moclips.

These cars may be coupled together in continuous strings elsewhere but restrict speed:

Over Bridge 46 near Malone	20 MPH.
Over Bridge 3.2, Horn Track, Hoquiam	10 MPH.

Cars over 40 ft. long and weighing between 220,000 and 263,000 lbs.

Over Bridges 1, BN route 2, and 12.1 between Centralia and Gate	20 MPH.

3. **At Gate**—Normal position of the main track junction switch is for Centralia-Moclips line.

4. **At Centralia**—Crossings at Pearl and Tower Streets must not be blocked to exceed 5 minutes.

5. **Movement of Trains between Centralia and Blakeslee Jct.**—BN track will be known as Route 2; UP track will be known as Route 1. Both routes are included in Centralia yard limits. Eastward movements will be made over Route 2. Westward movements will be made over Route 1.

6. **Blakeslee Junction Interlocking—**

If signal does not indicate proceed the time release may be operated according to instructions inside of box on instrument house at crossing.

Spring switch, trailing from west end of connection from Route 1 to main track, normal position for main track.

Hand throw switch, at east end of connection leading from main track to Route 1, normal position for connection.

Spring switch trailing from each end of connection between Route 2 and UP main track, normal position of west switch for the connection of east switch for BN main track.

7. **At Grand Mound and Rochester**—When necessary, sidings may be blocked with cars without notice.

8. **At Montesano**—Switch leading to industry spur west end of team track to be left set for spur to act as derail.

9. The tracks between Aberdeen Jct. and former Junction City are operated as part of the Tenth Subdivision.

10. **At Aberdeen**—The normal position of switch at the end of double track is for eastward trains, and normal position of junction switch, 260 feet east of passenger station, is for the UP track. Restricted clearance between coach track No. 1 just east of passenger station and UP main track, at turnout. Trains and engines using coach track No. 1 must protect against trains using UP track.

    Westward trains will stop east of Chehalis Street when Wishkah River drawbridge signals do not indicate clear route.

    Aberdeen Plywood Corporation street crossing, first street west of Passenger Station, must not be blocked.

11. **Between Aberdeen and Hoquiam**—Yard engines may operate without train order authority.

12. **At Hoquiam River Drawbridge**—

    All trains handling rock on flat cars stop and make inspection of rock before passing over bridge.

    To call for route when running against current or traffic, one long, one short, one long blast of whistle.

13. **At Hoquiam**—Bridge 3.2 located on Horn Track, will be left open when tenders are not on duty. Trains will not pass over drawbridge until "proceed" signal is received from drawbridge tender, using yellow flag by day and a yellow light by night.

14. **At Cosmopolis on Weyerhaeuser tracks**—Restricted overhead and side clearance on track 3 inside warehouse. All engine movements, with or without cars, over crossings must be protected by flagman. Both chlorine spurs have derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.

15. **Train Register Stations**—

    Centralia—for trains originating and terminating.

16. **Train Register Exceptions**—At Centralia trains to and from Tenth Subdivision register by ticket at Yard Office.

17. **Clearance Provisions and Exceptions Rule 83(B)**—

    At Aberdeen and Hoquiam, all trains must secure clearance.

    Gate, Moclips, Cosmopolis and Markham

18. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between South Aberdeen Jct. and Markham.

19. **Railroad Crossings, Interlockings and Drawbridges Not Indicated at Station**—

    Between Rochester and Gate: CMStP&P Crossing.

    Aberdeen: Drawbridge 68, Wishkah River, Interlocked.

    South Aberdeen: UP Crossing.

    Hoquiam—

    Drawbridge 72-2, Hoquiam River, Interlocked.

    Drawbridge 3-2, Hoquiam Spur.

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bangor, Bremerton and Marmac	25 MPH.
Marmac and Stimson	20 MPH.
Stimson and Elma	25 MPH.
Trains handling wrecking crane, pile driver, or locomotive crane	15 MPH.

2. **Bridge and Engine Restrictions—**

250-ton wrecking cranes:
Over Bridge 9, McCleary Spur ..... Not Permitted
U25, U28C and SD45 series locomotives over Bridge 9 10 MPH.
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:
Over Bridges 1 and 17 ..... 20 MPH.
Over Bridge 9 ..... 10 MPH.
Cars over 40 ft. long and weighing between 220,000 lbs. and 263,000 lbs. when coupled in groups of two or more:
Over Bridge 9 ..... 20 MPH.

3. **Mountain Grade**—Between Stimson and Marmac.
See All Subdivisions Mountain Grade Operation.

Immediately following departure from Whites, engineman of eastward freight trains will increase brake pipe pressure to 90 lbs.

At McCleary Junction or before leaving Stimson—Air Brake tests as prescribed by air brake rules must be made before beginning descent of mountain grade. Air test card to be delivered to operator at Shelton.

Eastward trains will carry 90 lbs. brake pipe pressure McCleary to Shelton. Following any stops during descent, enginemen must fully recharge the brakes before starting, and conductor must not give proceed signal until at least 80 lbs. is shown on caboose gauge.

4. **At Bangor**—Gates across both legs of wye will be locked. Guards stationed at the gates will unlock and permit engines to use wye when requested to do so.

Main and yard tracks are on a three-tenths of one per cent descending grade; cars set out at this point must have sufficient hand brakes set on west end to prevent them from moving.

5. **At N.A.D. Jct.**—When necessary, siding may be blocked with cars without notice. Trains intending to use this siding for meeting other trains will first ascertain if there is sufficient room.

6. **At N.A.D. Jct., Bremerton Jct. and Shelton**—Normal position of junction switch is for Elma-Bangor Line.

7. **At Bay Shore**—No. 1 track is the siding.

8. **A Shelton**—BN engines may operate over Simpson Logging Company tracks to switch BN yard tracks west of First Street, to turn on wye, or to effect interchange with Simpson Logging Co.

Simpson Logging Company engines may operate over GNP&B main track from junction with Simpson Logging Company's track near Mill Street to a point 500 feet west of the switch to the spur serving Simpson Logging Company's warehouse and may operate over BN yard tracks north of First Street.

All movements will be governed by Operating Rule 93.

Olympia Plywood Company Spur—Overhead clearance is restricted on that portion paralleling loading sheds.

9. **At McCleary Junction**—BN trains using wye or main track between McCleary Jct. and McCleary, will protect against Simpson Timber Company's switch movements.

10. **Clearance Provisions and Exceptions Rule 83(B)**—At Bangor, clearance not required if train order signal indicates proceed.

11. **Railroad crossing not indicated at station—**

Between Shelton and Bayshore, Simpson Logging Co.
200 feet east of Government Railroad connection.

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone Between	Maximum Speeds Permitted
Yakima and Tieton and	
Yakima and Naches: Trains with wrecking crane, pile driver or locomotive crane	10 MPH.
Engines	20 MPH.
All other trains:	
Yakima and Tieton	20 MPH.
Brace and Naches	20 MPH.

2. **Bridge and Engine Restrictions—**

250 Ton Wrecking cranes and pile drivers 25-28 incl. ..... Not Permitted

U25C, U28C and SD45 series locomotives:

Bridge 4, Naches Branch ..... Not Permitted

Bridges 1, 3.1, and 10.1, Naches Branch ..... 10 MPH.

Other diesel locomotives, single unit only permitted separated from loads by one empty 40 ft. car, over Bridge 4 between Brace and Gleed ..... 8 MPH.

Heavy Cars—

Cars heavier than the following not permitted without authority of superintendent:

36 feet or less in length ..... 177,000 lbs.

Over 36 feet long ..... 220,000 lbs.

Cars under 36 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:

Over Bridges 1, 3.1, and 10.1, Naches Branch ..... 10 MPH.

Over Bridge 4, Naches Branch ..... Not Permitted

Over Brige 4.1, Naches Branch ..... Not Permitted

Above cars when separated from each other by a car weighing under 177,000 lbs. are permitted over Bridge 4.1, Natches Branch.

Cars over 36 ft. long and weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. over Bridge 4.1, Naches Branch.

Cars over 36 ft. long and weighing between 220,000 lbs. and 263,000 lbs.:

Bridge 4.1 Naches Branch ..... Not Permitted

Bridge 2.2, Tieton Branch ..... 10 MPH.

3. **At Brace,** normal position of switch is for Tieton Branch.

4. **Mountain Grade**—Tieton Branch, MP 6 to MP 8, between Weikel and Cowiche.

See All Subdivisions Mountain Grade operation.

At Cowiche, air brake tests as prescribed by Air Brake Rules must be made before beginning descent of mountain grade Cowiche to Brace. Air test card to be delivered to operator at Yakima.

Descending trains will carry 90 pounds brake pipe pressure Cowiche to Yakima. Following any stops during descent, engineman must fully recharge brakes before starting, and conductor must not give proceed signal until at least 80 pounds is shown on caboose gauge.

5. **Clearance Provisions and Exceptions Rule 83(B)—**

Naches and Tieton.

6. **Derails**—At Naches, on main track 200 feet east of east switch.

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Yakima and Moxee City	20 MPH.
Trains handling wrecking crane, pile driver, or locomotive crane	10 MPH.

2. **Bridge and Engine Restrictions—**

250 Ton Wrecking cranes and U25C, U28C and SD45 series locomotives ..... Not Permitted

NP Diesel Units 99-177 incl., 400-427 incl., 602, 603, 700-750 incl. allowed only as single unit and when separated from loads by an empty car.

NP Diesel Units No. 200-384 incl., 500, 501, 525, 550-569 incl., 800-863 incl., 900-917 incl. and NP 5400 and higher series may be operated without special restrictions.

150 ton wrecking cranes and pile driver NP 25:
Over Bridge 1 separated from tender and preceded and followed with car weighing under 90,000 lbs.

Pile Drivers 26-28 incl. over truss spans of Bridge 1 must have boom resting on idler car and be preceded by a car weighing under 90,000 lbs.

Cars weighing between 177,000 lbs. and 263,000 lbs. over Bridge 1 must be preceded and followed by a car weighing under 177,000 lbs. and speed restricted to ..... 10 MPH.

3. **At Yakima**—At "G" and "H" Street crossings, city ordinance provides trains and engines must protect movement by flagman and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.

4. **At Terrace Heights**—Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.

5. **At Moxee City—**

Cars on spot on Main Track at American Excelsior Company 100 feet west of MP 8.

6. **Clearance Provisions and Exceptions Rule 83(B)—**

Moxee City.

7. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required on this subdivision.

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan	40 MPH.
Within corporate limits: Harrah	25 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **Bridge and Engine Restrictions—**

250 Ton Wrecking cranes

Over bridges except Bridge 11	10 MPH.
Over Bridge 11	Barred

Cars under 40 feet long weighing between 177,000 pounds and 220,000 pounds and over 40 feet long weighing between 220,000 pounds and 263,000 pounds must be separated by cars weighing less than 177,000 pounds over Bridge 11.

3. **At White Swan**—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur.

4. **Clearance Provisions and Exceptions Rule 83(B)—**

White Swan.

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Gibbon and Parker	40 MPH.
Over public crossings within corporate limits:	
Sunnyside, Granger, Zillah and Grandview	30 MPH.

2. **Between Donald and Parker**—U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and B.N., is governed by automatic interlocking signals and trains must move through at restricted speed. Normal indication of westward interlocking signal is "stop" and when switches are lined for B.N. track should indicate "clear". Normal indication of eastward interlocking signal is "stop", but if the U.P. circuit is not occupied will change to indicate "clear" on approach. After passing this signal indicating "clear", eastward trains must stop and line switches before crossing U.P. tracks. If interlocking signal does not clear after one minute and there is no other train between the interlocking signals, trains will proceed under flag protection between the interlocking signals governing gantlet track. Release box is located at end of bridge. There are two switches to be lined by B.N. trains at the east end of the bridge. Normal position of switches is for U.P.

3. **Train Register Exceptions—**
At Gibbon and Parker trains will register only when directed by train order to do so.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Gibbon and Parker.

5. **Automatic interlocking not indicated at stations—**
Parker 1.7 miles east:
U.P. Gantlet Crossing, Yakima River Bridge—Automatic Interlocking.

Portland

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Adrian and MP 146	20 MPH.
MP 146 and Connell	40 MPH.
Except between Basset Junction and Schrag	15 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **Bridge and Engine Restrictions—**
Cars weighing over 177,000 pounds must be separated from engine.
250-ton Wrecking Cranes, Pile Drivers NP 25 to NP 28, inc., and Diesel Engines U25C, U28C, and SD45 series.
Between Adrian and Connell

Over bridges, except Bridges 126 and 165	15 MPH.
Over Bridges 126 and 165 separated from engine and heavy cars	10 MPH.

Heavy Cars

Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds over Bridge 126 with speed restricted to	20 MPH.
Cars over 40 feet long and weighing between 220,000 pounds and 263,000 pounds—	
Over Bridge 126	20 MPH.

Cars weighing more than 177,000 pounds must be separated from engine.

3. **At Adrian**—Normal position of switch of connection at east end of the Pacific Division siding is for the siding. Pacific Division track No. 2 will be used for interchange of cars.

4. **Sidings,** except at Ritell are also used as industrial tracks.

5. **Register Exceptions**—
At Bassett Jct., Connell, Warden and Wheeler for trains originating or terminating or when directed by train order.

6. **Clearance provisions and exceptions Rule 83(B)**—
Adrian.

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Scribner and Pasco	79 MPH.	60 MPH.
Between Kahlotus and Snake River Jct.	50 MPH.	35 MPH.
Within city limits Lamont	70 MPH.	
Within city limits Pasco	25 MPH.	25 MPH.
Through crossovers and turnouts	15 MPH.	15 MPH.
Through turnout Ainsworth Jct.	25 MPH.	25 MPH.

2. **Spring Switches with Facing Point Lock**—

Pasco	East switch of siding.
Votaw	East switch of siding.
Burr	East switch of siding.
Hooper	East switch of siding.
Benge	East switch of siding.
Mock	West switch of siding
Overlook	East switch of siding.

3. **At Pasco, First Subdivision Instruction Govern**—First class trains have no superiority as conferred by time table between Pasco passenger station and MP 231 (located at junction of freight yard leand and main track). All trains and engines must move at reduced speed between these points. Trains and engines will avoid delay to first class trains to the greatest extent practicable.

4. **Between Pasco and Ainsworth Junction**—All train movements between MP 231 and Ainsworth Junction are governed by Operating Rules 261 and 264, inclusive. Interlocking signals and dual-control, electrically operated switches at MP 231 and at Ainsworth Junction are under control of operator at Pasco passenger station. Normal position for switch at Ainsworth Junction is for the Eighteenth Subdivision.

5. **Between Pasco and Scribner**—A rear crew member will ride engine of eastward freight trains from Pasco to Washtucna, get off on side opposite depot at that point, allow train to pull by so that inspection may be made for hot journals and other defects. A rear crew member on westward freight trains will ride engine from Scribner to Lamont and make running inspection from side opposite depot at that station.

6. **At Martindale**—Cars must not be left spotted on siding closer than 125 feet on either side of county road crossing located about the center of siding.

7. **A Snake River Junction**—Normal position of junction switch is for the Seventeenth Subdivision. Trains from the Twenty-first Subdivision must not occupy Seventeenth Subdivision main track until after obtaining Register Check with clearance from operator authorizing movement. Junction switch is equipped with an electric switch lock.

8. **At Kahlotus**—Freight trains, when occupying siding to meet Train No. 23 or to allow Train No. 24 to pass, which cannot depart immediately upon arrival of these trains, will cut their trains to permit unloading and loading of passengers at depot.

9. **At Washtucna**—Road crossing just west of the depot must not be blocked while trains are standing at the station.
Water hose with proper connections is available on rack in the freight house for emergency use in taking water on passenger units equipped with steam generators.

10. **At Scribner Spokane Division Special Instructions Govern—**
Scribner will not be considered an initial station for through trains moving to or from Portland Division Seventeenth Subdivision to or from Spokane Division Fourth Subdivision.
Normal position of junction switch is for the Seventeenth Subdivision.
Whistle signal one short, one long and one short will be sounded to call for route to Marshall.
Operators at Scribner will handle junction switch for Marshall route when on duty.
The end of track circuit governing eastward automatic block signal 367.4 at Scribner is located 7000 feet west of that signal, and junction switch cannot be operated to admit an eastward train to enter Marshall route until such train has entered the westerly limit of this bonded circuit. Trains will approach this junction switch at reduced speed to enable operator to line switch.

11. **Clearance Provisions and Exceptions Rule 83(B)—**
Scribner.
Trains entering Seventeenth Subdivision from Spokane Second Subdivision will secure clearance at Marshall.

EIGHTEENTH SUBDIVISION

Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Attalia	50 MPH.
Attalia and Walla Walla	35 MPH.
Except between Welland Spur and Eureka	25 MPH.
Walla Walla and Dayton	30 MPH.
Tracy Jct. and Tracy	5 MPH.
On curves and bridges between MP 75 and MP 84, (between Dixie and Coppei)	20 MPH.
Walla Walla and Dayton	15 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

Within corporate limits:

Walla Walla	12 MPH.
Waitsburg	25 MPH.

At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.

2. **Bridge and Engine Restrictions—**
All trains, engines and work equipment over Bridge 3 8 MPH.
250 Ton Wrecking Cranes—
Not permitted over Bridge 3.
Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28, inc.—
Over Bridge 3 must be preceded and followed by two empty cars over 40 feet long.
Pile Drivers 29 to 33 incl. are permitted over Bridge 3 when boom is resting on idler car and provided Pile Driver is preceded and followed by a car over 40 ft. long and weighing under 75,000 pounds.
Cars under 40 feet long weighing between 177,000 pounds and 220,000 pounds—
Over Bridges 40.1, 77, 83.1, 88, 92 and 97 ..... 20 MPH.
Over Bridge 3 such cars must be separated and each preceded and followed by a car over 40 feet long and weighing under 177,000 pounds.
Cars over 40 feet long weighing between 177,000 pounds and 220,000 pounds—
Over Bridge 3 cars may be operated singly or in groups of two, provided such individual cars or groups of two are preceded and followed by a car weighing under 177,000 pounds.

Cars over 40 feet long weighing between 220,000 pounds and 263,000 pounds—

Over Bridge 3 each such car must be preceded and followed by a car weighing under 177,000 pounds.

Sixty Foot Chip Cars in series 119581 through 119679, weighing up to 263,000 pounds, may be handled over Bridge 3 in continuous groups. Such groups of 60 foot Chip Cars must be preceded and followed by a car weighing less than 170,000 pounds.

Diesel Engines U25C, U28C and SD45 series.
Not permitted over Bridge 3.

Diesel Engines in 100, 400 and 700 series and No. 525—
Over Bridge 3 in single units only permitted.

Diesel Engines in NP 200, 300, 500 (except 525), 600, 800 and 900 and 5400 series—
Over Bridge 3 permitted as single or multiple units.

3. **Between Ainsworth Jct. and Villard Jct.—**

All movements are governed by Operating Rules 261 to 264 inclusive. Interlocking signals governing the entrance and departure of trains from the track between Ainsworth Jct. and Villard Jct. are jointly controlled by the BN Control Operator in Pasco Passenger Station and the Union Pacific Control Control Operator in the depot at Wallula.

Train movements not authorized by time table may be made without train order authority.

4. **At Burbank—**

Eastward trains handling logs must stop for walking inspection of all loads of logs. In making this inspection, trainmen must give particular attention to condition and security of car stakes, evidence of excessive width of load or any unsafe condition and, if such is found, set out defective car, advising Chief Dispatcher at once by telephone.

Stationary overhead cable across Cargill No. 1 Track (Riverside track) between Cargill elevator and barge loading platform will not clear man on top of car.

5. **Between Villard Jct. and Attalia—**

All movements are governed by CTC rules contained in the Consolidated Code of Operating Rules, Union Pacific Railroad Block and Signal indications and controlled by the CTC board located in U.P. depot at Wallula.

All main track switches, except sand spur and storage track switches at Attalia, are dual control switches remotely controlled by operators at Wallula. Operators may be contacted by use of telephones located in bungalows at dual control switches.

6. **At Attalia**—Derail on dead leg of wye adjacent to Nineteenth Subdivision main track. Trains may expect to find this track blocked with cars.

At Boise Cascade Kraft Corporation—Engine bell must be rung continuously while any movement with engine and/or cars is being made on this trackage. When necessary to cut cars at crossing, a minimum opening of 50 feet must be provided with a larger opening provided if possible. On this trackage including lead to plant, cars must not be uncoupled from engine while in motion and must be handled with engine to coupling with other cars. Running switches are not permitted.

7. **At Walla Walla—**

At Main Street Crossing, highway traffic lights installed. Before train or engine movements are made over this crossing traffic lights must be set at stop. Traffic lights are controlled by switches located in metal boxes on traffic signal post on either side of street and north of track. After movement is completed traffic signal lights cleared by operating switch on traffic light post on either side of the crossing. Traffic alarm gong installed at this crossing. When this gong is ringing Fire Department or other emergency run is being made, and trains and engines will not obstruct or pass over crossing until bell has stopped ringing.

Trains and yard engines will stop and flag over the first street east of Main Street (Rose Street crossing) and approach other crossings at reduced speed.

After using the WWV wye, switches must be left lined and secured for the WWV long lead track.

8. **Dual Control Switches—**

At Pasco, switch at east leg of wye connecting with Seventeenth Subdivision is normally lined for west leg of wye and may be electrically operated with remote control, by the operator at Pasco.

At Ainsworth Jct.—Seventeenth Subdivision special instructions govern.

9. **Electric Switch Locks—**

At Burbank, on siding switches and Walla Walla Port District spur track switch.

10. **Derail Switches on Main Track—**

Kibbler (Between Harbert and Tracy)—Tracy.

11. **Sidings**, except at Burbank, are also used as industrial tracks.

12. **Train Register Stations—**

Pasco (to apply at Ainsworth Jct., Attalia, for BN trains only.

Following will govern registering BN trains arriving Wallula via Union Pacific, Sixth Subdivision: Upon arrival Attalia Depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box, which in turn will be mailed to Wallula operator by Attalia agent each morning.

13. **Train Register Exceptions**—At Attalia, Eureka and Waitsburg Jct. trains will not register unless directed by train order to do so.

14. **Clearance Provisions and Exceptions Rule 83(B)—**

At Pasco, westward trains secure clearance to apply at Ainsworth Jct.

At Villard Jct., westward U.P. trains need not secure BN clearance.

At Attalia, eastward trains from Nineteenth Subdivision secure BN clearance at Wallula to apply at Attalia. Westward Eighteenth Subdivision BN trains secure clearance during assigned hours of telegraph service.

At Walla Walla, unless otherwise directed, all trains must secure clearance.

Westward U. P. trains will secure clearance at Waitsburg U. P. station to apply at Waitsburg Jct.

15. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Attalia and Waitsburg including Tracy Junction to Tracy.

16. **Interlocking not otherwise indicated at stations—**

Between Ainsworth Jct. and Burbank:

Snake River Bridge 3, draw span interlocked.

NINETEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Attalia and MP 7	30 MPH.
MP 7 and Apex or Duroc, Mountain Grade;	
Descending	20 MPH.
Ascending	30 MPH.
Apex and Pendleton	30 MPH.
Smeltz and MP 5 (Between Duroc and Wayland)	25 MPH.
MP 5 and Athena	35 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **Bridge and Engine Restrictions—**

250 Ton Wrecking Cranes—

Over Bridge 7, not permitted.

Over other bridges, when preceded and followed by an empty car..... 10 MPH.

Diesel Engines U25C, U28C and SD45 series.
Over all bridges ..... 20 MPH.

Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds over Bridge 4.

Cars over 40 feet long and weighing between 177,000 pounds and 220,000 pounds—
Over Bridge 8.2 ..... 20 MPH.

Cars over 40 feet long and weighing between 220,000 pounds and 263,000 pounds—
Over Bridges 4 and 7 to 17, incl. ..... 20 MPH.

Other engines, work equipment and trains—
Over bridges ..... 30 MPH.

3. **Between Attalia and Zangar Jct.—**
All movements are governed by CTC Operating Rules in accordance with Union Pacific Railroad, Oregon Division, block and interlocking signal indications currently in effect, and are controlled by the Centralized Traffic Control (CTC) board located in U.P. depot at Wallula.

All main track switches, except storage and team track switches at Wallula, are dual control switches controlled by operators at Wallula. Operators may be contacted by use of telephones located in bungalows at dual control switches.

4. **At Attalia**—Derail on dead leg of wye adjacent to Nineteenth Subdivision main track. Trains may expect to find this track blocked with cars.

5. **At Wallula**—Train order signal also governs BN trains.

6. **At Athena**—Connection from U.P. main track to Preston-Shaffer elevator track, 256 ft. in length between clearance points of U.P. and BN main tracks, is joint with U.P. and movements over this connection must be made in accordance with the provisions of Rule 93.

7. **At U.P. Connection and at Pendleton**—Movements onto and over U.P.R.R. tracks governed by U.P. rules and instructions and CTC Operating Rules.
West 300 feet Johnson Spur is out of service.

8. **Yard Limit**—Tracks between yard limit signs east of Attalia and west of Wallula Jct. operated as one yard.

9. Derail switches on main track at Smeltz (Athena Spur).

10. **Sidings**, except at Apex, are also used as industrial tracks.

11. **Mountain Grade Operation Between Apex or Duroc and MP 7—**
See Mountain Grade Operation All Subdivisions—
On eastward freight and mixed trains, the feed valve on the engine must be adjusted to allow the brake system to charge to ninety pounds before passing Helix or Duroc and the conductor must know by observing the caboose gauge, that this rule is being complied with.

Trains requiring the use of retaining valves, will stop at Helix or Duroc to make a brake pipe test and turn up retaining valve handles.

Trains not requiring the use of retaining valves, need not stop at Helix or Duroc to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made. Conductor must know that the required brake pipe pressure, as indicated on caboose gauge, is being maintained before passing summit.

On trains handled by engine, having no dynamic brake, or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after brake pipe test has been made at Helix or Duroc.

On these trains, stop will be made at MP 7 to turn down retaining valve handles and cool wheels.

Trains not requiring the use of retaining valves, need not stop at MP 7 to cool wheels.

If helper or pusher engine is attached to train ahead of road engine or at rear of train, an application and release test shall be made from the leading engine as outlined in Air Brake Rules.

When helper is cut in ahead of the rear portion of freight train, the procedure outlined in Air Brake Rules 50(c), (d), (e), (f), (g) and (h) must be followed.

If helper, having dynamic brake, is used on descending grade and tonnage does not exceed the specified tonnage rating of both engines ascending the grade, use no retainers when dynamic brake is operative on all units of both engines.

Trains handled by diesel-electric engines with 8-EL, 24-RL or 26-L brake valve, using the maintaining method of braking, and with dynamic brake operative on all units, may handle the following tonnage without the use of retaining valves:

Any Combination of Four-Motored Diesel Units, Equipped with Dynamic Brakes, Coupled in Multiple.

Number of Units	Tonnage
5	5000
4	4000
3	3000
2	2000
1	1000

When any combination of four motored diesel units are in a consist, the tonnage handled on the descending grade must not exceed the sum of the tonnage taken from the above table. In no event shall the total tonnage exceed 5000 tons.

If the train tonnage exceeds the limits specified above for handling train without retaining valves on descending grade, use one retaining valve for each fifty tons over tonnage specified, starting from first car at head end of train.

When maintaining method of braking is used, release of the train brakes must be made in the usual manner, dynamic brake and retaining valves (where required) being used to control train speed during time brake system is being recharged.

Before releasing the train brakes, enginemen must know that the speed and grade are such that train may be controlled with the dynamic brake only. This to insure that sufficient time will be allowed to recharge the train brake system before another application of the train brakes will be necessary.

12. **Train Register Exception—**

At Wallula, trains will register by ticket.

At Smeltz, trains will not register unless directed by train order to do so.

13. **Clearance Provisions and Exceptions Rule 83(B)—**

Clearance issued at Pasco will also apply at Attalia.

At Pasco: Westward trains secure clearance to apply at Zangar Jct.

At Attalia, westward U.P. trains need not secure BN clearance.

At Wallula, eastward trains must secure clearance to apply at Attalia.

At Wallula Jct. and Zangar Jct., U.P. trains and engines, except those originating at Wallula, will not require BN clearance.

14. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Zangar Junction and U.P. connection at Pendleton, including Smeltz to Athena.

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Eureka and Pleasant View	10 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **At Pleasant View**—Normal position of west switch is for elevator track.

3. **Clearance Provisions and Exceptions Rule 83(B)—**

Pleasant View.

4. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Monumental and Snake River Jct.	25 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **Bridge and Engine Restrictions—**

250 Ton Wrecking Cranes—
Over bridges 0.2 and 9.1 ..... 10 MPH.

3. Between Snake River Jct. and 3794 ft. west of MP 14 expect rocks and slides where liable to occur, reducing speed through rock cuts and along bluffs where necessary.

4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Pasco, eastward trains secure clearance to apply at Snake River Jct.

Monumental.

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.