

BURLINGTON NORTHERN INC.

PORTLAND REGION

PORTLAND DIVISION

Special Instructions No. 3

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

Sunday, June 11, 1972

**Asst. Vice President
Transportation
R. G. JOHNSON**

**Asst. Vice President
Operations
J. W. WICKS**

**Superintendent
Portland Division
R. O. HAMMERSTROM**

9. Movement by Log Order—

- Loaded log flats not equipped with permanent steel side stakes require log order.
- SINGLE TRACK:** Trains handling cars requiring log orders must be standing when meeting or being passed by another train.
- Conductor will notify train dispatcher when he has cars in train requiring log orders.

DOUBLE OR TWO MAIN TRACK:

- Unless otherwise provided, orders will be issued holding opposing trains, except work trains, at the next station.
 - Unless otherwise provided, log trains must not meet or be passed by trains, except work trains, between stations; must be standing when passenger trains pass; and, if practical, must be standing when freight trains are passing. If not practical, pull by standing freight trains at reduced speed.
 - When meeting or passing work trains between stations, one train, when practicable, must be standing.
 - Cars requiring log orders will not be handled in trains after dark except as provided for by specific Subdivision special instructions.
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.
11. **Spring Switches—**
Instruction for operation of spring switches are posted at or near the spring switch and must be complied with.
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.
12. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.
If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point of communication. The Conductor and Engineer will be equally responsible to see that these instructions are complied with.
13. In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.
14. Employees are prohibited from working, riding, or moving from one unit to another on outside walkways when train is in motion, except that in case of necessity, or when passing signals, this may be done but speed of train must not exceed 25 MPH.
Under severe storm or other adverse weather conditions, train must be brought to a stop before working on or passing from one unit to another on outside walkway.

PORTLAND DIVISION

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| MP 41 and MP 49 (between Sprague and Keystone) | 60 MPH. | |
| MP 79 and MP 115 (east switch Cactus) | 60 MPH. | |
| MP 21 and MP 35 (Gibbon) | 60 MPH. | |
| MP 88 and Yakima passenger station .. | 60 MPH. | |
| At UP crossing—Interlocking (between Parker and Union Gap)..... | 60 MPH. | |
| On Government Railroad..... | | 25 MPH. |
| Over public crossings within corporate limits: | | |
| 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 | 80 MPH. | 80 MPH. |
| Yakima—Over Yakima Ave. and B, C, D Streets | | 20 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. in length..... 263,000 lbs.
EXCEPT cars over 52.5 ft. long..... 315,000 lbs.
At Union Gap—engines not permitted on bridge Cashway Lbr. Spur.
3. **Train Register Exceptions—**
Pasco yard and Yakima yard for trains originating or terminating only.
Pasco and Yakima passenger stations for first class trains and trains originating or terminating.
At Gibbon and Parker trains will register only when directed by train order to do so.
Kennewick—On return movement from Richland Jct. will register with UP operator at Kennewick.
Mesa, Register only trains to or from Twenty-first Subdivision.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Gibbon and Parker Rule 83(B) does not apply.
At Pasco first class trains must obtain clearance.
At Yakima passenger trains and westward extra trains secure clearance.
Portland Division trains must obtain Portland Division Clearance at Yardley which will apply at Cheney.
5. At Pasco on double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.
6. At Glade, when signal 137.5 at east switch displays a clear indication, westward trains may proceed on main track to west switch unless instructed by train order or verbal instructions from train dispatcher to take siding. If this signal displays an approach or stop and proceed indication, westward trains will take siding unless otherwise instructed by the train dispatcher.

9. Movement by Log Order—

- Loaded log flats not equipped with permanent steel side stakes require log order.
- SINGLE TRACK:** Trains handling cars requiring log orders must be standing when meeting or being passed by another train.
- Conductor will notify train dispatcher when he has cars in train requiring log orders.

DOUBLE OR TWO MAIN TRACK:

- Unless otherwise provided, orders will be issued holding opposing trains, except work trains, at the next station.
 - Unless otherwise provided, log trains must not meet or be passed by trains, except work trains, between stations; must be standing when passenger trains pass; and, if practical, must be standing when freight trains are passing. If not practical, pull by standing freight trains at reduced speed.
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12. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.
If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point of communication. The Conductor and Engineer will be equally responsible to see that these instructions are complied with.
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14. Employees are prohibited from working, riding, or moving from one unit to another on outside walkways when train is in motion, except that in case of necessity, or when passing signals, this may be done but speed of train must not exceed 25 MPH.
Under severe storm or other adverse weather conditions, train must be brought to a stop before working on or passing from one unit to another on outside walkway.

PORTLAND DIVISION

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| MP 41 and MP 49 (between Sprague and Keystone) | 60 MPH. | |
| MP 79 and MP 115 (east switch Cactus) | 60 MPH. | |
| MP 21 and MP 35 (Gibbon) | 60 MPH. | |
| MP 88 and Yakima passenger station .. | 60 MPH. | |
| At UP crossing—Interlocking (between Parker and Union Gap)..... | 60 MPH. | |
| On Government Railroad..... | | 25 MPH. |
| Over public crossings within corporate limits: | | |
| 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 | 80 MPH. | 80 MPH. |
| Yakima—Over Yakima Ave. and B, C, D Streets | | 20 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
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EXCEPT cars over 52.5 ft. long..... 315,000 lbs.
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Pasco and Yakima passenger stations for first class trains and trains originating or terminating.
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Kennewick—On return movement from Richland Jct. will register with UP operator at Kennewick.
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Portland Division trains must obtain Portland Division Clearance at Yardley which will apply at Cheney.
5. At Pasco on double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.
6. At Glade, when signal 137.5 at east switch displays a clear indication, westward trains may proceed on main track to west switch unless instructed by train order or verbal instructions from train dispatcher to take siding. If this signal displays an approach or stop and proceed indication, westward trains will take siding unless otherwise instructed by the train dispatcher.

PORTLAND DIVISION SECOND SUBDIVISION

7. **Between Kennewick and North Richland—**
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.
8. **Between Richland Junction and yard limit sign on Government trackage at MP 43.8 movement of trains and engines are governed by staff system.**
Dividend staff, lettered "A" and "B", will be used and staff boxes are located at Richland Junction and at MP 43.8.
When only one train movement is to be made in the staff limits, dispatcher will notify the crew and that crew must have both staffs "A" and "B" in their possession and retain them for the round trip.
When two trains are to be run in these limits, the first train must not enter the staff limits until it has been ascertained that both staffs are in box at that point, and has taken staff "A" for their movement. Second train entering staff limits must have staff "B" in their possession.
After moving through the staff limits, both staffs must be left in staff box. Staff box must be left locked at all times.
Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Junction, and indicate staff used, either "A" or "B" or both.
Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government dispatcher. When two trains are run, the first train arriving at interchange yard must remain at that point until the second train arrives.
9. At Union Gap time of first class trains applies at east end of siding. Siding extends westward and is connected with the east lead of 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 4,320 ft. west of MP 87. Eastward trains leaving Yakima freight yard may use the Union Gap siding.
10. At Yakima, 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 ft. 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.
11. **Spring Switches with Facing Point Lock—**
Kiona East Switch
Union Gap East Switch
12. **Sidings—**
Connell: North siding is eastward; south siding is westward.
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.
13. 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.
14. **Automatic Interlockings Not Indicated at Stations—**
Parker, UP Crossing 0.5 miles west.
15. **Manual Interlockings Not Indicated at Stations—**
Between Pasco and SPS Jct., Bridge 1.0, lift span.

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Within city limits of Vancouver.....	10 MPH.
Within city limits of Camas.....	40 MPH.
Within city limits of Washougal.....	55 MPH.
Within city limits of Stevenson.....	45 MPH.
Within city limits of Bingen-White Salmon.....	45 MPH.
Trains must not exceed speeds designated through the following dual control switch turnouts—Vancouver main track crossover and yard lead	25 MPH.
Eavan	25 MPH.
McLoughlin	25 MPH.
Washougal, west end.....	25 MPH.
Skamania	25 MPH.
Stevenson	25 MPH.
SP&S Jct.	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
EXCEPT cars over 52.5 ft. long.....	315,000 lbs.

California Packing Corp. spur, Barracks spur and crown Zellerbach tracks, New Spur, CP Spur and Warehouse 3, are restricted to engines with not more than two axle trucks.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
SP&S Jct.—Rule 83(B) does not apply.
All trains must obtain clearance before departing Wishram.
5. In CTC territory the following switches are not equipped with electric lock and Rule 268 (A) applies:

MP 11.1 near Vancouver—Military spur
MP 20.5 Fisher—east switch
MP 24.0 Camas—Crown Zellerbach Mill spur track
MP 25.5 near Camas—Standard Oil spur track
MP 25.6 near Camas—Nu-Lam Wood Products spur track
MP 31.4 Mt. Pleasant—west switch and east switch
MP 37.8 Prindle—spur track
MP 48.6 North Bonneville—west switch
MP 49.9 North Bonneville—east switch
6. **Between Vancouver and McLoughlin—**
Main 1 is the right hand track moving from McLoughlin to Vancouver.
Main 2 is the right hand track moving from Vancouver to McLoughlin.
7. **At Camas—**
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.

8. **At Cliffs—**
Due to extreme grade, air will be cut in and operative on all cars being handled to and from Harvey Aluminum Plant.
9. **Spring switches with facing point lock—**
Wishram..... East yard lead switch
10. **Between SP&S Jct. and East Switch Kennewick Siding Rule**
261-264 inclusive in effect. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed.
11. **Manual Interlocking not indicated at stations—**
At Vancouver, located at Hill street, governs movement over double track to Cannery Lead.
12. **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.

PORTLAND DIVISION

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Vancouver and Centralia except as indicated below	75 MPH.	
MP 59 and Centralia	60 MPH.	
Vancouver and Portland.....	70 MPH.	50 MPH.
except over bridges between Vancouver and Willbridge.....	30 MPH.	30 MPH.
Rye & Vancouver Jct.....		10 MPH.
Trains must not exceed speeds designated through the following dual control switch turnouts—		
Vancouver	40 MPH.	25 MPH.
Vancouver Jct. east.....	40 MPH.	35 MPH.
Ridgefield west	40 MPH.	35 MPH.
MP 111	40 MPH.	35 MPH.
Longview Jct. west.....	40 MPH.	35 MPH.
Longview Jct. west dual control switch to Longview Jct. yard.....		15 MPH.
Kelso west	40 MPH.	35 MPH.
Ostrander	40 MPH.	35 MPH.
MP 85	40 MPH.	35 MPH.
Vader	40 MPH.	35 MPH.
Napavine	40 MPH.	35 MPH.
Chehalis Jct. main track crossovers.....	40 MPH.	35 MPH.
Chehalis Jct. to twenty-fourth subdivision and to Milwaukee.....		15 MPH.
Centralia Center	15 MPH.	15 MPH.
Centralia East	15 MPH.	15 MPH.
All Trains		
At Castle Rock, Centralia, Chehalis and Kalama, within corporate limits.....		40 MPH.
At Napavine and Winlock, within corporate limits		50 MPH.

At Kelso, within corporate limits.....	40 MPH.
except 25 MPH. over Allen St. crossing	
At Ridgefield, westward trains over Mill St.....	50 MPH.
Eastward trains from point opposite switch of westward siding to and over Mill St.....	35 MPH.
At Vancouver, over 39th St. crossing.....	40 MPH.
Street crossing just east of passenger station.....	10 MPH.
On Willbridge Wye track.....	15 MPH.
At Portland, through interlocking at south end PTRR Co. property and on depot yard tracks.....	6 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.	

2. **Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
except cars over 52.5 ft. long.....	315,000 lbs.

3. **Train Register Exceptions—**

Centralia Psgr. Station, through trains register by register ticket.

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

At North Portland Jct., Longview Jct. and Chehalis Jct. Rule 83(B) does not apply.

At Vancouver eastward trains moving beyond Vancouver on third subdivision secure clearance.

At Kelso eastward Milwaukee trains originating at Longview Jct. secure clearance.

Between Portland and Vancouver train order or Rule 97(A) clearance authority is not required for the movement of extra trains moving with the current of traffic between these points. Such movements may be made after receiving clearance per Rule 83(B). Trains ordered to a specific destination must not go beyond that point nor turn back short of that point until authority has been received from train dispatcher and trains must receive clearance or verbal permission before returning to own terminal.

5. **In CTC territory—The following switches are not equipped with electric lock and Rule 268(A) applies:**

Main 2—MP 54.3—Centralia—Nesters spur
Main 1—MP 54.4—Centralia—Hardell Plywood spur
Main 2—MP 55.0—Centralia—Union Oil spur
Main 1—MP 71.4—Winlock—Berry spur
Main 1—MP 72.2—Winlock—Union Oil spur
Main 1—MP 73.1—Winlock—Millman spur
Main 1—MP 87.4—Castle Rock—Clay Products spur
Main 2—MP 93.7—Ostrander—Spur track
Main 2—MP 96.8—Kelso—Stock track
Main 2—MP 96.7—Kelso—Team track
Main 2—MP 116.5—Woodland—House track, east and west end.

Between Centralia and Vancouver—

Main 1 is the right hand track moving from Centralia to Vancouver.

Main 2 is the right hand track moving from Vancouver to Centralia.

6. 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.

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.

7. At North Portland Jct. following whistle signals will be sounded when calling for diverging route through interlocking:

From and to UPRR o

Stock Yards: From third subdivision o o

From UPRR o o o o

8. Interlockings and Drawbridges Not Indicated at Station—

Columbia River, Interlocked.

Oregon Slough, Interlocked.

Willamette River, Interlocked.

9. Yard limit rules are in effect between Rye and Vancouver Jct.

PORTLAND DIVISION

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Wishram and MP 87.5.....	35 MPH.
MP 87 and MP 98.5	
Eastward	10 MPH.
Westward	15 MPH.
MP 98.5 and MP 103.....	35 MPH.
At Culver over C Street crossing	50 MPH.
At Prineville Jct. over O'Neil highway crossing.....	50 MPH.
At Redmond between Antler and H streets.....	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas Drill and Mill spurs are restricted to engines with not more than two axle truck.

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. in length	263,000 lbs.
EXCEPT cars over 52.5 long.....	315,000 lbs.

3. Train Register Exceptions—None.

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

At O. T. Junction westward Union Pacific Ry. trains to the Fourth Subdivision must secure clearance at The Dalles.

5. 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.

6. Spring Switches with Facing Point Lock—

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

7. Interlockings and Draw Bridges not indicated at stations—

Columbia River, MP 5-1.3, Interlocked.

The following engine whistle signals will be sounded in calling for route:

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

8. Handling 80 Foot or Longer Cars—

(See all subdivisions Special Instructions) Madras to O.T. Jct.

PORTLAND DIVISION

FIFTH SUBDIVISION

1. Speed Restrictions—

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

2. Bridge, Engine and Heavy Car Restrictions—

At Klamath Falls, trains and engines must stop before crossing draw bridge over Lake Ewauna 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 draw-bridge.

At Klamath Falls Plywood Mill, maximum permissible speed through area between whistle posts at east and west ends of Klamath Plywood mill located in the Whiteline mill area is 5 MPH. Enginemen are to whistle repeatedly when moving through this area. When switching at Klamath Plywood and cars are shoved over jitney crossing, movement is to be protected by man on the ground at jitney crossing.

At Malin on New Spur engines with six axles cannot go beyond crossing located 600 feet from headblock off house track.

At Bieber engines with six axles cannot be used on engine spur located 800 feet west of depot account sharp curvature behind No. 7 frog.

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
EXCEPT cars over 52.5 ft. long.....	315,000 lbs.

3. Train Register Exceptions—

At Chemult all trains register by register ticket.

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

All trains must obtain clearance before departing South Klamath.

At Chemult eastward trains passing Chemult between the hours of 8:01 A.M. and 4:01 P.M. daily, except Saturday and Sunday, must receive clearance.

5. 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.

PORTLAND DIVISION

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speed Restrictions
Goldendale and Lyle.....	30 MPH.
Within city limits of Goldendale.....	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

250 ton wrecking cranes prohibited.

D. E. 6 axle engines prohibited.

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
EXCEPT cars over 52.5 ft. long.....	315,000 lbs.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99 is not necessary between Lyle and Goldendale.

6. Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions).

Goldendale to Lyle, MP 5-113, inc.

PORTLAND DIVISION

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Willbridge to Astoria.....	Freight 40 MPH.
Throught Linnton, Scappoose and Rainier.....	20 MPH.
Within City Limits of St. Helens.....	30 MPH.
Within City Limits of Astoria.....	25 MPH.
Between Astoria and Seaside.....	20 MPH.
Over Young's Bay Draw Span, Bridge 102-6.....	12 MPH.
Within City Limits of Warrenton, Gearhart and Seaside	20 MPH.
Between Warrenton and Hammond.....	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

250 ton wrecking cranes prohibited.

D. E. 6 axle locomotives prohibited.

Engines not permitted on dock portion on any of the three tracks located on Pier No. 2.

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
Cars weighing over 220,000 lbs. are not permitted beyond MP 102.1.	

3. Train Register Exceptions—None.

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

At Willbridge for Eastward trains from Seventh Subdivision Rule 83(B) does not apply.

5. At Willbridge—Eastward trains from Seventh Subdivision must not enter Third Subdivision until authority is received from train dispatcher, then eastward trains from Seventh Subdivision may run with the current of traffic at Willbridge to Vancouver without train order authority.

At United Junction—eastward trains must contact terminal dispatcher at Vancouver before departing.

6. **Interlockings and Draw Bridges not indicated at stations—**
Clatskanie River, MP 62.7.
Blind Slough, MP 84.8.
John Day River, MP 94.8.
Youngs Bay, MP 102.6.
Skipanon Creek, MP 105.5.
7. **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.
8. **At United Junction—**Spring switch, normal position for Eighth Subdivision.

PORTLAND DIVISION EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
United Junction and Bowers Jct.	25 MPH.
Bowers Jct. and Forest Grove Jct.	25 MPH.
Forest Grove Jct. and Forest Grove.....	25 MPH.
Forest Grove Jct. and Eugene.....	35 MPH.
Within city limits of Beaverton, Hillsboro, Forest Grove, Salem, Albany, Harrisburg, Junction City, and Eugene	20 MPH.
Greton and Beburg on S.P. Ry. Tracks.....	20 MPH.
At Salem when passing Boise Cascade Inc.	5 MPH.
Over Garfield St. and end of line Eugene.....	5 MPH.
Over Bridge 43.4 at Wilsonville.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.
At Wilsonville, engines in excess of four D.E. units coupled together not permitted on bridge 43.4 and 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.

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
EXCEPT between Wilsonville and Salem 35 ft. or over in length	240,000 lbs.
Under 35 ft.	200,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
United Junction Rule 83(B) does not apply.
5. **At United Junction—**Eastward trains must contact terminal dispatcher at Vancouver before departing.
6. **Spring switches without facing point lock—**
At United Junction, spring switch, normal position for Eighth Subdivision.
At Bowers Junction, spring switch, normal position for 8th Subdivision.
7. **At any station between Bowers Jct. and Eugene cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.**
8. **Railroad Crossings not indicated at station—**
Southern Pacific Co. at Hillsboro MP 26.3

9. **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 BN Co. and S.P. Co. dispatcher's offices by means of two-way switch.
10. **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 signal cannot be cleared the dispatcher must be notified.
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 BN.
11. **At Eugene—**Trains and engines will stop before passing over West Fifth Street at its intersection with Blair Boulevard.

PORTLAND DIVISION NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bowers Jct. and Vernonia.....	All Trains 20 MPH.
Within City Limits of Vernonia	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.
Cars heavier than the following not permitted without authority of Superintendent:

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

Cars weighing over 220,000 lbs. are not permitted beyond North Plains.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.

PORTLAND DIVISION TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Centralia and Gate	80 MPH.
Gate and Elma	80 MPH.
Elma and MP 59	40 MPH.
MP 59 and Hoquiam	85 MPH.
Hoquiam and Moclips.....	20 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 Centralia—Over streets within corporate limits	30 MPH.
At Blakeslee Junction—Over CMStP&P and UP crossings	15 MPH.
At Oakville, Elma, Montesano, Hoquiam, within corporate limits	30 MPH.
Between Cosmopolis and Markham over other bridges 250 ton wrecking cranes, U25, U28C, U33C and SD45 locomotives:	10 MPH.
Over Bridge 91.1 near Carlisle.....	10 MPH.
Over Bridge 2 near Aberdeen Jct.....	10 MPH.
At Aberdeen—	
Over streets and crossings	10 MPH.
Within City Limits, elsewhere	20 MPH.
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. 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.
2. Bridge, Engine and Heavy Car Restrictions—	
250-ton wrecking cranes:	
Between Hoquiam and Moclips.....	Not Permitted
Between Cosmopolis and Markham:	
Over Bridge 2.....	Not Permitted
Cars heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
EXCEPT 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.	
3. Train Register Exceptions—None.	
4. Clearance Provisions and Exceptions Rule 83(B)—	
At Hoquiam, all trains must secure clearance.	
5. Advance-warning signs are located 1500 feet in advance of the	
Reduce speed signs.	
6. Railroad Crossings, Interlockings and Drawbridges Not Indicated at Station—	
Between Rochester and Gate: CMStP&P Crossing.	
Aberdeen: Drawbridge 68, Wishkah River, Interlocked.	
Hoquiam—	
Drawbridge 72-2, Hoquiam River, Interlocked.	
Drawbridge 3-2, Hoquiam Spur.	
7. At Rochester—Milwaukee crossing at grade protected by gate.	
Normal route is for BN movement.	
8. At Montesano—Switch leading to industry spur west end of	
team track to be left set for spur to act as derail.	
9. Blakeslee Junction Interlocking—	
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.	

10. **At Aberdeen**—westward trains will stop east of Chehalis St. when Wishkah River drawbridge signals do not indicate clear route.
11. **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.
12. **At Cosmopolis**—on Weyerhaeuser tracks 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.
13. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary between South Aberdeen Jct. and Markham.

**PORTLAND DIVISION
ELEVENTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Lebanon and Sweet Home.....	25 MPH.
Through Sweet Home	20 MPH.
Over Santiam Highway crossing, Sweet Home.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

250 ton wrecking cranes prohibited.
D.E. 6 axle engines prohibited.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Lebanon—Rule 83(B) does not apply.
5. **Instructions Governing Operation over SP Co. Tracks between Albany and Lebanon—**

Trains between Albany and Lebanon will cross SP Co. main tracks through crossovers 800 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6918 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.
6. **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.

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.

PORTLAND DIVISION

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.
Yakima and Tieton.....	20 MPH.
Brace and Naches.....	20 MPH.
Brace and Weikel.....	10 MPH.
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of 2 or more over bridges 1, 3.1 and 10.1 Naches branches.....	10 MPH.
Cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. Bridge 2.2 Tieton branch.....	10 MPH.
U25C, U28C, U38C 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.

2. Bridge, Engine and Heavy Car Restrictions—

250 Ton Wrecking cranes and pile drivers NP 25-34 incl.	Not Permitted
Cars heavier than the following not permitted without authority of superintendent:	
40 feet or less in length.....	177,000 lbs.
Over 40 feet long.....	220,000 lbs.
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:	
Over Bridge 4, Naches Branch.....	Not Permitted
Over Bridge 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, Naches Branch.	
Cars over 40 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 40 ft. long and weighing between 220,000 lbs. and 263,000 lbs.:	
Bridge 4.1 Naches Branch.....	Not Permitted

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

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

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

7. Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)

Brace to Tieton, MP 0-12 inc.

PORTLAND DIVISION

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.
Diesel units and cars in excess of 248,000 lbs.....	10 MPH.
Cars weighing between 177,000 lbs. and 268,000 lbs. over Bridge 1 must be preceded and followed by a car weighing under 177,000 lbs. and speed restricted to	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

250 Ton Wrecking cranes and U25C, U28C, U33C 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 NP 25-34 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 heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. in length.....	263,000 lbs.
Except—	
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.	

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. 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.

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

7. At Moxee City—Cars on spot on Main Track at American Excelsior Company 100 feet west of MP 8.

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

PORTLAND DIVISION

FOURTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan.....	40 MPH.
Within corporate limits:	
Harrah	25 MPH.
250 Ton Wrecking cranes	
Over bridges except Bridge 11.....	10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Over Bridge 11.....Barred
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. in length.....263,000 lbs.
Except 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. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **At White Swan—**All trains and engines stop and flag over High-
way 3-B Hitchcock mill spur, Boise Cascade Spur, Highway
SR 220.
6. Unless otherwise provided, protection against following trains
as required by Consolidated Code Rule 99 is not required on this
subdivision.
7. **Advance-warning signs** are located 1500 feet in advance of
Reduce speed signs.

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PORTLAND DIVISION

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Passenger	Freight
Between Kahlotus and Snake River Jct. ..	50 MPH.	35 MPH.
Within city limits Lamont	70 MPH.	
Within city limits of Washtucna.....	75 MPH.	45 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. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. in length.....263,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Portland Division trains must obtain Portland Division clearance at Yardley which will clear train at Fish Lake.
 Pasco—Trains destined Spokane division must obtain such clearance at Pasco which will clear train at Fish Lake.
5. **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
6. At Pasco, all outbound trains after securing clearance and orders departing via depot interlocking will secure verbal authority from depot operator before moving from yard track.

PORTLAND DIVISION

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Attalia.....	50 MPH.
Attalia and Welland Spur.....	35 MPH.
Welland Spur and Eureka.....	25 MPH.
Eureka and Walla Walla.....	35 MPH.
On curves and bridges between MP 75 and MP 84, (between Dixie and Coppei)	20 MPH.
Walla Walla and Dayton.....	30 MPH.
Within corporate limits:	
Walla Walla	12 MPH.
Waitsburg	25 MPH.
At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.	
250 ton wrecking cranes over all bridges	
Eureka to Dayton.....	20 MPH.
Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs.—	
Over bridges 40.1, 77, 83.1, 88, 92 and 97.....	20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. in length.....263,000 lbs.
3. **Train Register Exceptions—**
 Upon arrival Attalia Depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box.
 At Attalia, trains will not register unless directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Interlocking not otherwise indicated at stations—**
 Between Ainsworth Jct. and Burbank:
 Snake River Bridge 3, draw span interlocked.
6. **At Burbank—**
 Stationary overhead cable across Cargill No. 1 Track (River-side track) between Cargill elevator and barge loading platform will not clear man on top of car.
7. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Attalia and Waitsburg.
8. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions)
 Ainsworth Jct. to Dayton, MP 42-84 inc.
9. Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

PORTLAND DIVISION

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.
Except Diesel Engine units and cars in excess of 248,000 lbs.	25 MPH.
Apex and Pendleton.....	30 MPH.
Smeltz and MP 5 (Between Duroc and Wayland).....	25 MPH.
MP 5 and Athena.....	35 MPH.
Diesel Engines U25C, U28C, U33C and SD45 series.	
Over all bridges.....	20 MPH.
250 ton derricks over other bridges, when preceded and followed by an empty car.....	10 MPH.
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.
2. **Bridge, Engine and Heavy Car Restrictions—**
250 Ton Wrecking Cranes—
Over Bridge 7, not permitted.
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. in length..... 263,000 lbs.
EXCEPT
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.
3. **Train Register Exception—**
At Wallula, trains will register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Clearance received at Pasco will clear train at Attalia.
Clearance received at Pasco will clear train at Eureka.
5. At Wallula, train order signal also governs BN trains.
6. 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.
7. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions)
Attalia to Pendleton, MP 8-20 inc. Duroc to Athena, MP 1-3, inc. Apex to Pendleton, MP 36-41 inc.
8. Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

PORTLAND DIVISION

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Eureka and Pleasant View.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Diesel Engine units U25C, U28C, U33C and SD45 series not permitted.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
Clearance received at Pasco will clear train at Eureka.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.
6. Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

PORTLAND DIVISION

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mesa and MP 1.....	20 MPH.
MP 1 and End of Track.....	45 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. in length..... 263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Clearance received at Pasco will clear trains at Mesa.
5. Unless otherwise provided protection against following trains as required by Rule 99 of the Consolidated Code of Operating rules is not required on this subdivision.

PORTLAND DIVISION

TWENTY-SECOND 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.
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.
U25, U28C, U33C and SD45 series locomotives over Bridge 9	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 250-ton wrecking cranes:
 Over Bridge 9, McCleary Spur.....Not Permitted
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. in length..... 263,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Railroad crossing not indicated at station—**
 Between Shelton and Bayshore, Simpson Logging Co. 200 feet east of Government Railroad connection.
6. **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.
7. **At N.A.D. Jct., Bremerton Jct. and Shelton,** normal position of junction switch is for Elma-Bangor Line.
8. **At Bay Shore,**
 Due to excessive curvature, cars exceeding 50 feet in length must not be handled on Port of Shelton Spur tracks Nos. 1, 2 and 3. Crews will leave such cars on Port Track Lead just west of Bonneville Road crossing.
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. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions)
 Shelton to Bangor, MP 0-1 inc. Elma to Shelton, MP 11-12 inc.

PORTLAND DIVISION

TWENTY-THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Chehalis Jct. and South Bend.....	All Trains 30 MPH.
Diesel units and cars weighing over 248,000 lbs.:	
MP 18 and MP 29.....	25 MPH.
MP 35 and MP 38.....	25 MPH.
MP 52 and MP 55.....	25 MPH.
U25, U28C, U33C 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.
2. **Bridge, Engine and Heavy Car Restrictions—**
 250-ton wrecking cranes.....Not Permitted
 150-ton wrecking cranes, pile drivers NP 25-34 incl.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. in length..... 263,000 lbs.
3. **Train Register Exceptions—**
 Pe Ell and Millburn for CW trains.
 Dryad Jct. for CMStP&P westward trains.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Dryad Jct., Chehalis Jct. and Millburn. Rule 83(B) does not apply.
5. **Automatic Interlocking and Drawbridges Not Indicated at Station—**
 Between Chehalis Jct. and Adna.
 CW Crossing.
 Between Raymond and South Bend.
 Drawbridge 53, Willapa River.
6. **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 Millburn 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.
7. **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.
8. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions)
 Chehalis Jct. to So. Bend, MP 25-33 inc.
9. **Advance warning signs** are located 1500 feet in advance of the Reduce speed signs.

SPEED TABLE

Time Per Mile			Miles	Time Per Mile			Miles
Min.	Sec.	Per Hour		Min.	Sec.	Per Hour	
	46	78.3		1	18	46.2	
	47	76.6		1	20	45.0	
	48	75.0		1	22	43.9	
	49	73.5		1	24	42.9	
	50	72.0		1	26	41.9	
	51	70.6		1	28	40.9	
	52	69.2		1	30	40.0	
	53	67.9		1	33	38.7	
	54	66.7		1	36	37.5	
	55	65.5		1	39	36.4	
	56	64.3		1	42	35.3	
	57	63.2		1	45	34.3	
	58	62.1		1	50	32.7	
	59	61.0		1	55	31.3	
1	0	60.0		2	—	30.0	
1	1	59.0		2	10	27.7	
1	2	58.1		2	20	25.7	
1	3	57.1		2	30	24.0	
1	4	56.3		2	40	22.5	
1	5	55.4		3	—	20.0	
1	6	54.5		3	30	17.1	
1	7	53.7		4	—	15.0	
1	8	52.9		5	—	12.0	
1	9	52.2		6	—	10.0	
1	10	51.4		7	—	8.6	
1	12	50.0		8	—	7.5	
1	14	48.6		9	—	6.7	
1	16	47.4		10	—	6.0	