

# **BURLINGTON NORTHERN INC.**

## **PORTLAND REGION**

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**PORTLAND DIVISION**

### **Special Instructions No. 5**

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

**Sunday, May 19, 1974**

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

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

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

# ALL SUBDIVISIONS

## 1. Speed Restrictions—

### Maximum Speeds

Passenger Trains—See Subdivision Special Instruction

Freight trains ..... 60 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.
Scale test cars (except W.O. 3).....	35 MPH.	20 MPH.
Air dump cars (loaded).....	35 MPH.	20 MPH.
Wedge plows and dozers (dead in tow)	35 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.
Rotary plows .....	30 MPH.	20 MPH.
Log trains (except when		
log cars are equipped with		
permanent steel side stakes).....	30 MPH.	15 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

### Maximum Speed Diesel Units Dead in Tow—

Switcher Units .....	50 MPH.
Road Switcher and other units.....	65 MPH.

## 2. Movement of Diesel Units—

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

When a locomotive consist of more than 3 units in service includes a diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units not equipped with alignment control coupler:

All switcher units  
Road and Road Switcher Diesel units  
600- 995 inclusive  
1556-1623 inclusive  
4000-4197 inclusive  
6000-6255 inclusive  
9700-9800 inclusive  
9804-9807 inclusive  
9818-9830 inclusive  
9911-9995 inclusive  
Colorado and Southern units 150-842 also all Fort Worth and Denver Railroad diesel units.

## 3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

When road passenger diesel units 9762 through 9794 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) except W.O. 3

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 (BN 631661-631680)

### Handling 80 Foot or Longer Cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When remote control units or helper units are in operation, equipment listed below must be placed behind such units and as near the caboose as practicable, but in no case closer than ten cars behind these units.

80 foot or longer flat cars empty or handling either a single loaded trailer or empty trailers.

80 foot or longer flat cars handling container type units either loaded or empty.

80 foot or longer empty auto rack cars.

Territory where such restrictions are in effect are listed under each individual Subdivision.

## 5. Remote-Control Unit Operation—

The power distribution between lead and remote consists must not exceed the following:

Lead power consist must not exceed remote power consist by more than two (2) locomotive units.

Example: 3 lead-1 remote; 4 lead-2 remote; 5 lead-3 remote

Remote power consist must not exceed lead power consist by more than one (1) locomotive unit.

Example: 1 lead-2 remote; 2 lead-3 remote; 3 lead-4 remote

When remote control units or helper units are in operation in mountain grade territory, to the extent practicable, empty cars must not be handled in the ten (10) cars immediately ahead of or the ten (10) cars immediately behind such units.

When remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.

## 6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

## 7. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the provisions of Rule 240-T, pages 114-118 of the Consolidated Code of Oper-

ating Rules will be suspended for defective equipment indicator associated with such hot box detector.

8. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous material, such as explosives, flammable liquids, liquid petroleum, gases, radioactive or fissionable material, poisons or chemicals the following will apply: Conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew members must stay out of the danger area and guard against people entering the area. Conductor will call Chief Dispatcher immediately and advise him of the materials and conditions and be governed by his instructions.

9. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

At automatic interlockings, in addition to complying with Rule 613, employees must be governed by the instructions posted.

#### 10. Movement by Log Order—

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

#### DOUBLE OR TWO MAIN TRACK:

- (1.) Unless otherwise provided, orders will be issued holding opposing trains, except work trains, at the next station.
  - (2.) 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.
  - (3.) When meeting or passing work trains between stations, one train, when practicable, must be standing.
  - (4.) Cars requiring log orders will not be handled in trains after dark except as provided for by specific Subdivision special instructions.
11. 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.

#### 12. 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.

13. 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.

14. In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

#### 15. Failed Equipment Detector Instructions—

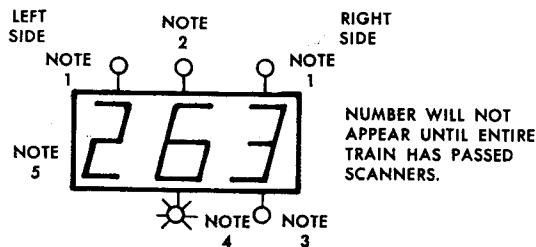
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train on approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.

#### DEFECTIVE EQUIPMENT DISPLAY

AS VIEWED FROM APPROACHING TRAIN



Note: 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated and on left side when left light is illuminated. Stop and inspect train.

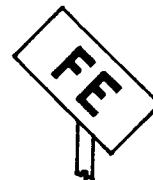
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected. Stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

#### FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

16. Within yard limits in non-ABS territory, the main track must not be used as a convenient storage track for connections not run, or other reasons, except in case of serious emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order.
17. Consolidated Code Rule 103 (E), as contained in the 1967 edition, does not apply on Burlington Northern. The following rule applies:  
103 (E) Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.
18. Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

#### RULE 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive

off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

#### RULES 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

19. The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled.

The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

### PORTLAND DIVISION

(Cheney - Yakima)

#### FIRST SUBDIVISION

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Cheney and Yakima except as indicated below		79 MPH.	
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 85 (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.
All trains over public crossings within corporate limits:			
Cheney		35 MPH.	
Sprague		45 MPH.	
Ritzville		30 MPH.	
Lind		50 MPH.	
Hatton		50 MPH.	
Connell		45 MPH.	
Pasco		25 MPH.	
Kennewick		35 MPH.	
Prosser		30 MPH.	
Mabton		50 MPH.	
Toppenish		35 MPH.	
Wapato		30 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.

#### 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.

Mesa, Register only for trains to or from Twenty-first Subdivision.

At Kennewick on return movement from Richland Jct. will register by ticket at BN station or with UP operator at Kennewick.

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

At Mesa, Gibbon and Parker Rule 83(B) does not apply.

At Pasco first class trains secure clearance.

All trains secure Portland Division clearance at Spokane or Yardley to apply at Cheney.

5. Between west switch Glade and Pasco also from Pasco to East switch Kennewick Rules 261-264 inclusive are in effect. Controlled signals are under jurisdiction of operators at Pasco Yard and passenger station. Running authority not required for extra trains.

A proceed indication displayed for a westward train on signal 137.5 at Glade or a proceed indication on signal 34 at Kennewick for an eastward train permits such trains to proceed on main track to switch at leaving end of siding unless required by train order or instructions from dispatcher to take siding.

6. 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.

#### 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. Between Gibbon and Parker—

Extra trains will run via First Subdivision unless instructed by train order to do otherwise.

10. 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.

11. 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.  
Trains entering or leaving tracks 2, 3, 4 and 5 will observe to see crossing arms at Meade Avenue are in stop position for highway traffic before fouling crossing.
12. **Spring Switches with Facing Point Lock—**  
Kiona ..... East Switch  
Union Gap ..... East Switch
13. **Sidings—**  
Connell: 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.
14. 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.
15. **Automatic Interlockings Not Indicated at Stations—**  
Parker, UP Crossing 0.5 miles west.
16. **Manual Interlockings Not Indicated at Stations—**  
Between Pasco and SPS Jct., Bridge 1.0, lift span.

## PORTLAND DIVISION (SP&S Jct. - Vancouver)

### SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
At Vancouver over 7th, 8th 9th, 11th, Jefferson and Hill Streets ..... 10 MPH.  
Within city limits of Camas..... 40 MPH.  
Between west city limits of Washougal and MP 31.3.. 55 MPH.  
Within city limits of Stevenson and Bingen-White Salmon ..... 45 MPH.  
Trains must not exceed speeds indicated through the following turnouts:  
Vancouver main track crossover and Yard lead..... 30 MPH.  
Eavan, McLoughlin, Washougal, Skamania, Stevenson and SP&S Jct. .... 30 MPH.  
Bingen-White Salmon, Cook, North Dalles..... 35 MPH.  
West Switch Avery, crossover from main track to siding between MP 104 and MP 105, West Switch of Wye track to 4th Subdivision from siding at 800 feet east of MP 105, and east yard lead switch at Wishram..... 15 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.  
Six axle units are prohibited on California Packing Corp. spur, Vancouver; Crown Zellerbach tracks, New Spur, CP Spur and Warehouse 3 at Camas.  
CP Spur and Warehouse 3 at Camas.
3. **Train Register Exceptions—**  
Conductors of run through crews operating from Bend, Oregon

- to Vancouver, Wash., when not changed at Wishram, will register with operator at Wishram via radio.
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 except trains manned by run through crews from Bend, Oregon to Vancouver, Wash. will not require clearance at 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  
MP 70.9 Hood—spur track  
MP 71.2 Underwood—spur track  
MP 75.1 Underwood Fruit Spur  
MP 96.6 Dallesport—west switch  
MP 96.9 Dallesport—east switch  
MP 105.6 Rock Spur, Wishram  
MP 105.9 West Switch House Track, Wishram
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 Bingen-White Salmon—**  
Bridge 75.3 located 1500 feet east of MP 75 is protected by detector actuated by high load passing through underpass. Eastbound trains stopped at Controlled Signal located 50 feet east of MP 74 and westbound trains stopped at West Bingen-White Salmon by a stop indication at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.
9. **At Cliffs—**  
Due to extreme grade, air will be cut in and operative on all cars being handled to and from Martin Marietta Aluminum Plant.
10. **Between SP&S Jct. and East Switch Kennewick—**  
Rules 261 through 264 are in effect. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed. Running authority not required for extra trains.
11. **Manual Interlocking not indicated at stations—**  
At Vancouver, located at Hill street, governs movement over double track to Cannery Lead.
12. 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.

**PORTLAND DIVISION**  
(Centralia - Portland)

**THIRD SUBDIVISION**

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Vancouver and Centralia except as indicated below		75 MPH.	
MP 59 and Centralia		60 MPH.	
Vancouver and Willamette River bridge			
5.1 between East St. John and Willbridge		70 MPH.	50 MPH.
Between bridge 5.1 and Portland		35 MPH.	35 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		25 MPH.	25 MPH.
Vancouver Jct. East, Ridgefield West, MP 111, Longview Jct. West, Kelso West, Ostrander, MP 85, Vader, Napavine and Centralia West		40 MPH.	35 MPH.
Chehalis Jct. main track crossovers		40 MPH.	35 MPH.
Longview Jct. west dual control switch to Longview Jct. yard, Chehalis Jct. to Twenty-third subdivision and to Milwaukee			15 MPH.
Centralia Center, Centralia East		15 MPH.	15 MPH.
At Castle Rock, Centralia, Chehalis and Kalama, within corporate limits		40 MPH.	40 MPH.
At Napavine and Winlock, within corporate limits		50 MPH.	50 MPH.
At Kelso, within corporate limits		40 MPH.	40 MPH.
Over Allen St. crossing		25 MPH.	25 MPH.
At Ridgefield, westward trains over Mill St.		50 MPH.	50 MPH.
Eastward trains from point opposite switch of westward siding to and over Mill St.		35 MPH.	35 MPH.
At Vancouver, over 39th St. crossing		40 MPH.	40 MPH.
On Willbridge Wye track		15 MPH.	15 MPH.
At Portland, through interlocking at south end PTRR Co. property and on depot yard tracks		6 MPH.	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, Coweeman River, between Kelso and Longview Jct.			
Bridge 105, Kalama River, between Longview Jct. and Kalama.			
Bridge 119, Lewis River 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.	
At Chehalis on West Coast Mills track, Six axle engines			Not Permitted

3. **Train Register Exceptions—**  
At Centralia through trains register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Chehalis Jct. Rule 83(B) does not apply.  
At Vancouver all trains secure clearance. Clearance issued at Albany Yard will apply at Willbridge.  
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. **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.
6. **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 115.7—Woodland—Down River Forest Products  
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.
7. **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.
8. **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

9. At Oregon Slough Drawbridge—Normally unattended.  
If signal displays Stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 608 of the Consolidated Code of Operating Rules.
10. Interlockings and Drawbridges Not Indicated at Station—  
Columbia River, Interlocked.  
Oregon Slough, Interlocked.  
Willamette River, Interlocked.
11. Yard limit rules are in effect between Rye and Vancouver Jct.

## PORTLAND DIVISION

(Wishram - Bend)

### FOURTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 Wishram and MP 87..... 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..... 35 MPH.  
 At Prineville Jct. over O'Neil highway crossing..... 50 MPH.  
 At Redmond MP 133 to Antler St..... 50 MPH.  
   Between Antler St. and H St..... 35 MPH.  
   Between H St. and MP 136..... 50 MPH.  
 At Bend—  
   On main track between MP 150 and Revere St..... 50 MPH.  
   On main track between Revere St. and MP 152..... 25 MPH.  
   On passing track over Revere St..... 10 MPH.  
   On other tracks over all crossings..... 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 At Bend, on Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas Drill and Mill spurs, Six axle engines..... 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 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 RR. trains to the Fourth Subdivision must secure BN 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 T-1.3, Interlocked.  
 The following engine whistle signals will be sounded in calling for route:  
   Fourth Subdivision ..... 0 0 0 0  
   Union Pacific Railroad Co. .... — 0 —
8. **Handling 80 Foot or Longer Cars—**  
 (See all subdivisions Special Instructions) Madras to O.T. Jct.

## PORTLAND DIVISION

(Bend - Bieber)

### FIFTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 Bend and Bieber ..... 49 MPH.  
 Bend and Bieber—when using Manual Block..... 60 MPH.  
 At Klamath Falls Plywood Mill, between whistle posts at east and west ends of Klamath Plywood mill ..... 5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 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 7:30 AM and 4:30 PM daily, except Saturday and Sunday, secure clearance.
5. 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.

#### 6. 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.

7. Klamath Falls Plywood Mill—Enginemen are to whistle repeatedly when moving through this area. When switching and cars are shoved over jitney crossing, movement is to be protected by man on the ground at jitney crossing.

### PORTLAND DIVISION

(Goldendale - Lyle)

#### SIXTH SUBDIVISION

##### 1. Speed Restrictions—

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

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

250 ton wrecking cranes and Six axle engines.....	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 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 required.

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

Goldendale to Lyle.

### PORTLAND DIVISION

(Willbridge - Seaside)

#### SEVENTH SUBDIVISION

##### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Willbridge to Astoria.....	40 MPH.
Through Linnton, Scappoose and Rainier.....	20 MPH.
Within city limits of St. Helens.....	30 MPH.
Within city limits of Astoria.....	25 MPH.
At Astoria—over Bridge 100.9.....	5 MPH.
At Astoria on Port of Astoria tracks over Portway crossing .....	15 MPH.

Between Astoria and Seaside.....	20 MPH.
Within city limits of Warrenton, Gearhart and Seaside	20 MPH.
At Seaside on Standard Oil Spur over Roosevelt Ave...	15 MPH.
Over Young's Bay Draw Span, Bridge 102.6.....	12 MPH.
Between Warrenton and Hammond.....	15 MPH.
Over Fort Stevens Highway.....	10 MPH.

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

250 ton wrecking cranes and Six axle engines.....Not Permitted  
At Astoria—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 west of MP 102.1.	

##### 3. Train Register Exceptions—None.

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

Clearance issued at Vancouver to trains destined Eighth subdivision apply at Willbridge on 7th Subdivision.

At Astoria—All trains secure clearance.

At United Jct.—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.

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

##### 7. 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.

8. 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.

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

### PORTLAND DIVISION

(United Jct. - Eugene)

#### 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, Salem, Albany, Harrisburg, Junction City and Eugene.....	20 MPH.
Within city limits of Forest Grove.....	15 MPH.
At Tualatin over Tualatin-Sherwood highway.....	25 MPH.
Greton and Beburg on SPT Co. tracks.....	20 MPH.
At Salem passing Boise Cascade Inc.....	5 MPH.
Through Norris Paint Company.....	15 MPH.
Over Garfield St. and to end of track Eugene.....	5 MPH.
Over Bridge 43.4 at Wilsonville.....	10 MPH.



2. **Bridge, Engine and Heavy Car Restrictions—**  
250 ton wrecking cranes and Six axle engines.....Not Permitted  
At Wilsonville, brakes must be released before moving on any portion of bridge 43.4 and the application of brakes while moving on bridge must be avoided as much as possible.  
Cars weighing between 240,000 lbs. and 263,000 lbs. gross weight on rail permitted over Bridge 43.4 at Wilsonville and to Eugene only when preceded and followed by an empty car. Cars weighing in excess of 263,000 lbs. gross weight must be reduced or not permitted to move.  
EXCEPT between Wilsonville and Salem cars 35 ft. or over in length ..... 240,000 lbs.  
Under 35 ft. .... 200,000 lbs.  
Under SPT overpass Bridge 97.6 at Albany, cars 15 ft. 6 in. ATR but not exceeding 15 ft. 8 in. ATR must be walked under this overpass. Cars exceeding 15 ft. 8 in. ATR **MUST NOT** move under this overpass account will not clear. Switch Foremen and Conductors at Albany and Eugene will make certain these instructions are complied with.
3. **Train Register Exceptions—**At Bowers Jct. and Forest Grove Jct. trains register when instructed by train order to do so.
4. **Clearance provisions and Exceptions Rule 83(B)—**  
United Jct. Rule 83 (B) does not apply.  
At Albany Yard and Eugene all trains secure clearance.
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—**  
SPT at Hillsboro ..... MP 26.3
9. **SPT Absolute-Permissive Block Rules 740, 741, 742 and 744 Govern Operations over SPT Track Between Gretton and Beburg—**Telephone in booth at Beburg and Gretton connected with both BN and SPT dispatcher's offices by means of two-way switch.
10. **Beaverton to Gretton—**Signal box controlling electric switch to Gretton 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.  
**Gretton to Beaverton—**Trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Gretton 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 Tualatin—**Before Train or Engine movements occupy Boones Ferry Grade Crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.
12. **At Salem—**Train and engine movements through traffic signal at Broadway and Market Streets must stop and proceed only on green light. Movements are limited to one unit and two cars.

13. **At Albany—**The following will govern the use of the weigh-in-motion scale:
  - (A) Maximum speed over scale is 5 MPH.
  - (B) Maximum speed over scale when scale is in standby is 10 MPH.
  - (C) When a train or yard engine enters the storage track, the Engineer will call Albany Yard and receive permission from either the operator or yard clerk before crossing scale.
  - (D) After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.
    - (1) There signals will display the following aspects:
      - (a) Two (2) solid lights—movement is being made within speed limits.
      - (b) A solid over a flashing—within speed limits, but at the upper limits of the permissible speed.
      - (c) Two (2) flashing lights—train is exceeding the permissible speed. Movement must be stopped and the train or movement will have to be reversed to a point which clears the scale sensors, located approximately 300 feet from each end of the scale.
14. **At Junction City—**Account short approach circuit to crossing approach 6th Street crossing not to exceed 10 MPH until it is known gates are down.

## PORTLAND DIVISION (Bowers Jct. - Banks)

### NINTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Bowers Jct. and Banks..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
250 ton wrecking cranes and Six axle engines.....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.  
Cars weighing over 220,000 lbs. are not permitted west of North Plains.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Bowers Jct. Rule 83 (B) does not apply.

## PORTLAND DIVISION (Centralia - Moclips)

### TENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Centralia and Elma..... 30 MPH.  
Elma and MP 59 ..... 40 MPH.  
MP 59 and Hoquiam ..... 35 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, six axle 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 Over Bridges 91.1, 94, 97 between Aberdeen and Moclips, 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.

## 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.

## PORTLAND DIVISION

(Albany Yard - Foster)

## ELEVENTH SUBDIVISION

## 1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between

Lebanon and Foster ..... 25 MPH. |

Within city limits of Lebanon and Sweet Home..... 20 MPH. |

At Sweet Home over 18th Ave..... 15 MPH. |

Over Santiam Highway Crossing..... 10 MPH. |

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

250 ton wrecking cranes prohibited.

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.

## 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 SPT Co. Tracks between Albany and Lebanon—

Trains between Albany and Lebanon will cross SPT main tracks through crossovers 300 feet west of Signal 6915; being governed for westward movement by indications 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 SPT 93 and SPT 842. When no yardmaster or representative present must comply with Rules SPT 83 and SPT 83(C), eastward trains obtaining check of register at Albany station, and westward trains obtain check on register by telephone from SPT operator at Albany, before fouling SPT main track. Check of register received by telephone must be repeated for verification.

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

## 6. At Lebanon, junction switch located at SPT 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 SPT main track. Normal indication of signals on SPT track is "proceed" and signal on B.N. "stop".

When block indicator located at main track switch indicates block clear, switch may be lined for movement to SPT track; and when so lined, and block is clear, signal on B.N. 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 SPT main track.

On SPT 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.

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**PORTLAND DIVISION**  
(Yakima - Naches)

**TWELFTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 Yakima and Tieton..... 20 MPH.  
 Brace and Naches..... 20 MPH.  
 Brace and Weikel..... 10 MPH.  
 Trains with wrecking crane, pile driver or locomotive crane ..... 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.  
 Six axle 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**  
(Yakima - Moxee City)

**THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 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. and 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.  
 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.

2. **Bridge, Engine and Heavy Car Restrictions—**Diesel Units exceeding 263,000 lbs. not permitted. Other diesel units permitted when separated from loads by an empty car.  
 250 Ton Wrecking cranes and 150 ton wrecking cranes and pile driver NP 25:  
 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—Loads exceeding 220,000 lbs. must be separated from engine by a car.
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.**

**PORTLAND DIVISION**  
(Toppenish - White Swan)

**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 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—**  
 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. **At White Swan—All trains and engines stop and flag over Highway 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.**
7. **Advance-warning signs are located 1500 feet in advance of Reduce speed signs.**

**PORTLAND DIVISION**  
(Gibbon - Parker)

**FIFTEENTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 Gibbon and Parker..... 40 MPH  
 Over public crossings within corporate limits:  
   Sunnyside, Granger, Zillah and Grandview..... 30 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—**  
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, Rule 83(B) does not apply.
5. **Automatic interlocking not indicated at stations—**  
Parker 1.7 miles east:  
U.P. Gantlet Crossing, Yakima River Bridge—Automatic Interlocking.
6. **Between Donald and Parker—UP Crossing Gantlet over UP bridge (Yakima River), used jointly by UP and BN, 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 BN track should indicate "clear". Normal indication of eastward interlocking signal is "stop", but will change to indicate "clear" on approach. After passing this signal indicating "clear", eastward trains must stop and line switches before crossing UP 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 BN trains at the east end of the bridge. Normal position of switches is for UP.**

## PORTLAND DIVISION

(Adrian - Connell)

### SIXTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Adrian and MP 146..... 20 MPH  
MP 146 and Connell ..... 40 MPH  
Bassett Jct. and Schrag..... 25 MPH.  
Within corporate limits of Bruce..... 20 MPH.  
250-ton Wrecking Cranes, Pile Drivers NP 25 to NP 34, inc., and six axle engines over bridge 126..... 10 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.  
Cars weighing more than 177,000 pounds must be separated from engine.  
Trains and engines not permitted over Bridge 126 at Adrian except on authority of Superintendent.
3. **Train Register Exceptions—**  
At Bassett Jct., Connell and Warden Register for trains originating or terminating or when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **At Warden—60 foot and longer cars are not to be handled on curvature serving Country Gardens.**
6. **Advance-warning signs are located 1500 feet in advance of Reduce speed signs.**

## PORTLAND DIVISION

(Fish Lake - Pasco)

### SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Ainsworth Jct. and Fishlake except as indicated below ..... 79 MPH.  
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 turnout Ainsworth Jct..... 30 MPH. 30 MPH.  
Through turnout crossover to yard lead Pasco MP 231.1 ..... 15 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.  
At Ainsworth Jct. Rule 83(B) does not apply.
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.**
7. **Between MP 231 Pasco and Ainsworth Jct.—**  
Rules 261 through 264 are in effect, interlocking signals and dual-control switches at MP 231 and at Ainsworth Jct. are under the control of the operator in Pasco passenger station. Running authority not required for extra trains.

## PORTLAND DIVISION

(Ainsworth Jct. - Dayton)

### EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
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 register when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Ainsworth Jct., Attalia, Eureka and Dayton Rule 83(B) does not apply.
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. Expect to find portable grain conveyor belt across track in vicinity of Cargill Elevator.
7. **Between Ainsworth Jct. and Villard Jct.—**  
Rules 261 through 264 are in effect. 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 operator in the depot of Wallula.  
Running authority not required for extra trains.
8. **Between Villard Jct., Attalia and/or Wallula—**  
All train and engine movements will be governed by Oregon Division Time Table, Special Instructions, Bulletin and Notice instructions and rules of the Union Pacific Railroad Company currently in effect, except as otherwise specified.  
In addition track cars must be operated in accordance with Union Pacific Railroad Company rules.
9. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Attalia and Waitsburg Jct.
10. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions).  
Ainsworth Jct. to Dayton, MP 42-84 inc.
11. Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
12. **At Walla Walla—**Train or engines operating over Highway SR 12, at Airport Spur, Walla Walla, WN., must observe crossing signals in operation prior to obstructing crossing. In the event signals fail to operate for approaching movements, leading wheels of movement must occupy Island Section, but stopping short of street crossing, observing signals in operation before obstructing crossing.  
Note—Island Section is a section of track over the crossing, the outer limits of which is approximately 50 feet each side of crossing and marked with yellow paint.

## PORTLAND DIVISION

(Attalia - Pendleton)

### NINETEENTH SUBDIVISION

- |  |                          |
|--|--------------------------|
| 1. <b>Speed Restrictions—</b>                    | Maximum Speeds Permitted |
| Zones—Between                                    |                          |
| 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. |
| Six Axle Engines.  |         |
| Over all bridges.....  | 20 MPH. |
| 250 ton derricks over all bridges, except bridge 7                             |         |
| 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)—**  
At Attalia and Pendleton Rule 83(B) does not apply.
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

(Eureka - Pleasant View)

### TWENTIETH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
    Zone—Between  
    Eureka and Pleasant View..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Six Axle Diesel Engine units not permitted.  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length..... 177,000 lbs.  
Over 40 ft. in length..... 220,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Eureka Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.
6. Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

## PORTLAND DIVISION

(Mesa - End of Track)

### TWENTY-FIRST SUBDIVISION

- Speed Restrictions—**  
Zone—Between  
Mesa and MP 1..... 20 MPH.  
MP 1 and End of Track..... 45 MPH.
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
At Mesa Rule 83(B) does not apply.
- Unless otherwise provided protection against following trains as required by Rule 99 of the Consolidated Code of Operating rules is not required.

## PORTLAND DIVISION

(Bangor - Elma)

### TWENTY-SECOND SUBDIVISION

- Speed Restrictions—**  
Zone—Between  
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.  
Six Axle Engines over Bridge 9..... 10 MPH.
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Railroad crossing not indicated at station—**  
Between Shelton and Bayshore, Simpson Timber Co.  
200 feet east of Government Railroad connection.
- 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.**
- At N.A.D. Jct., Bremerton Jct. and Shelton, normal position of junction switch is for Elma-Bangor Line.**

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

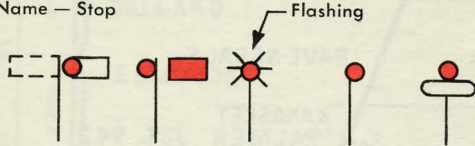
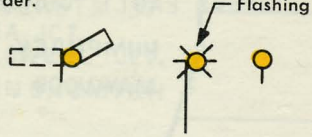
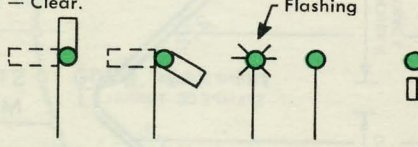
## PORTLAND DIVISION

(Chehalis Jct. - South Bend)

### TWENTY-THIRD SUBDIVISION

- Speed Restrictions—**  
Zone—Between  
Chehalis Jct. and South Bend..... 40 MPH.  
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.
- Bridge, Engine and Heavy Car Restrictions—**  
250-ton wrecking cranes and Six Axle engines....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.
- Train Register Exceptions—**  
Pe Ell and Millburn for CW trains.  
Raymond is Register Station for all trains.
- Clearance Provisions and Exceptions Rule 83(B)—**  
At Chehalis Jct. and Milburn, Rule 83(B) does not apply.
- Automatic Interlocking and Drawbridges Not Indicated at Station—**  
Between Chehalis Jct. and Adna.  
CW Crossing.  
Between Raymond and South Bend.  
Drawbridge 53, Willapa River.
- 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.
- Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)**  
Pe Ell to Frances, MP 25-33 inc.

The following Burlington Northern Train Order Signal Rules are in effect, replacing rules as shown on pages 66, 68 and 69 in the Consolidated Code of Operating Rules, Edition of 1967.

	BURLINGTON NORTHERN TRAIN ORDER SIGNAL ASPECTS	INDICATION
RULE 222 (A)	<p>Name — Stop</p>  <p>Flashing</p>	Stop unless clearance received.
RULE 222 (B)	<p>Name — 19 order.</p>  <p>Flashing</p>	Proceed if clearance received.
RULE 222 (C)	<p>Name — Clear.</p>  <p>Flashing</p>	Proceed.

Train Order Signals shown above may be of two types. One type can display red, yellow or green aspects; the other type can display red or green aspects only. Any of the aspects in the above Train Order Signals may be of the flashing type. Flashing type aspects are indicated by the arrows above and are used at locations to distinguish Train Order Signals from other signals or lights.