

**BURLINGTON  
NORTHERN  
INC.  
PORTLAND-SEATTLE  
REGION**

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**SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS**

**Special  
Instructions  
No. 1**

**IN EFFECT AT 12:01 A.M.**

**Pacific Standard Time  
and  
Mountain Standard Time**

**Thursday, January 1, 1976**

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**Asst. Vice President  
Transportation  
H.E. PIERCE**

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

**Superintendents**

**R.O. HAMMERSTROM — SPOKANE DIVISION**

**D.H. BURNS — PACIFIC DIVISION**

**J.G. EDWARDS — PORTLAND DIVISION**

Printed in U.S.A.

# ALL SUBDIVISIONS

<b>1. Speed Restrictions—</b>		<b>Maximum Speeds</b>
Passenger Trains . . . . .	See Subdivision Special Instructions	
Freight Trains . . . . .		60 MPH.
No. 3 and No. 4, passenger train speeds but not exceeding . . . . .		65 MPH.
No. 3 and No. 4 will observe freight train speeds when consist exceeds 40 cars or when consist contains cars not equipped with roller bearings		
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 . . . . .		
Engines running light or with caboose only 50 MPH unless otherwise provided.		15 MPH.
<b>Equipment</b>	<b>Main Line</b>	<b>Branch Line</b>
Ore cars (except CP ore cars) . . . . .	45 MPH.	20 MPH.
CP ore cars (series 370000-377000)		
Loaded . . . . .	30 MPH.	15 MPH.
Empty . . . . .	25 MPH.	15 MPH.
Air dump cars (loaded) . . . . .	35 MPH.	20 MPH.
Scale test cars except W.O. 3 . . . . .	35 MPH.	20 MPH.
Wrecking derricks . . . . .	30 MPH.	15 MPH.
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.
Wedge plows and dozers (Dead in Tow) . . . . .	35 MPH.	20 MPH.
Rotary plows . . . . .	30 MPH.	20 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 as authorized by chief dispatcher.		
<b>Maximum Speed Diesel units dead in tow—</b>		
Switcher units . . . . .		50 MPH.
Road Switcher and other diesel units . . . . .		65 MPH.
<b>2. Movement of Diesel Units—</b>		
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 switch units		
Road and Road Switcher Diesel units		
600- 995 inclusive		
1556-1623 inclusive		
1955-1974 inclusive		
4000-4197 inclusive		
6000-6255 inclusive		
9707-9794 inclusive		
9900-9976 inclusive		
Fort Worth and Denver Diesel units 605-610 inclusive		
Fort Worth and Denver Diesel units 850-859 inclusive		
Colorado and Southern Diesel units 150-842 inclusive		

### 3. Number of units to be used on a train and handling of units dead in tow—

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 not further than 15 cars, behind the lead units.

The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

### 4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of chief dispatcher:

- Outfit Cars
- Tie Flats (GNX 4410, GNX 4800 to 4971)
- Log Flats (NP 117201 to 117871, BN 633504 to 633523)
- Air Dump Cars
- Scale Test Cars (next ahead of caboose) Except W.O. 3
- Wrecking Derricks
- Pile Drivers
- Locomotive Cranes
- Rotary Snow Plows, Wedge Plows, Dozers
- Jordan Spreaders
- Rear End Only Cars

FW&D tank cars in 15000 series to be handled toward rear of train.

#### Handling 80 Foot or Longer Cars—

During either throttling, or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80-foot or longer loaded cars must be regarded the same as an empty 80-foot or longer car:

- Cars weighing less than 50 tons, gross weight
- Flat cars with one loaded trailer
- Flat cars with empty trailers
- Flat cars with either loaded or empty containers

Locations where other restrictions are in effect are listed under individual subdivisions.

### 5. Remote Control Equipment (RCE-1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

- F-45, SD-40, SD-45, SDP-40, SDP-45, U-25C, U-30C
- U-28C, U-33C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and a maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

#### 5A. Manned Helper Operations--

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in manned helper consists, except single non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops. Locomotive units, including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Where cars listed in first sentence of Item 4, All Subdivisions Special Instructions, are handled at rear of train, manned helper must be cut in ahead of such cars.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train, ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles, except unit trains consisting entirely of Grade E steel couplers may have head end power up to thirty-six powered axles.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

Helper may be cut in ahead of less than its tonnage rating if restrictions for helper at rear of train regarding buffer for empty 80 feet and longer cars are observed.

Exceptions to Item 5A--Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Helpers up to twenty-four powered axles may shove on rear of trains consisting entirely of Grade E steel couplers.

#### 6. Repeater Relay 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. Instructions for Safety Inspection--

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

#### 8. Handling of Hazardous Material--

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gases, radioactive or fissionable materials, poisons, poison gases or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars,) conductor or member of

the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974 requires that DOT specification 112A and 114A tank cars, not equipped with FRA approved head shields transporting *flammable compressed gases*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable compressed gas*.

#### 9. Storage of Cars Within Yard Limits Non-ABS Territory--

Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

#### 10. Use of Radios--

When 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.

#### 11. Train Inspection and Failed Equipment Detector Instructions--

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. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

#### Failed Equipment Detector Instructions--

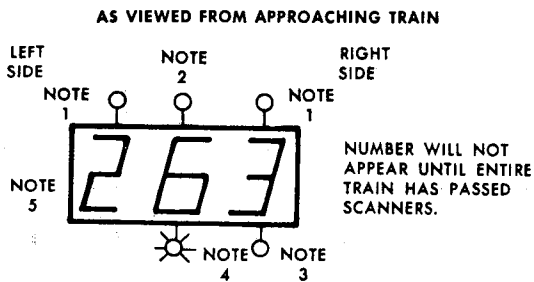
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

## DEFECTIVE EQUIPMENT DISPLAY



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.

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

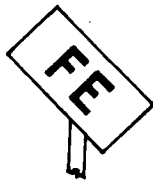
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

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.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

## FAILED EQUIPMENT SIGN



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

### 12. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

### 13. Railroad Crossings at Grade—

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 instructions posted.

### 14. Rules Changes and Modifications—

Rule 34 as contained in the Consolidated Code of Operating Rules is amended as follows:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Rules 200 and 83(B) and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the chief dispatcher.

Rule 103(E) as contained in the Consolidated Code 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.

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.

501G—That part of Rule 501G "indication" as contained in BN Signal Aspects and Indications Form 15307 effective July 1, 1974 is modified to read "Proceed at restricted speed."

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- a) Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- b) Take firm grip on hose coupling and apply upward pressure.
- c) Break connection gradually to release pressure in hose.
- d) Turn face away from air hose connection as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- a) Have both angle cocks closed.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

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

Consolidated Code of Operating Rule No. 729 has been changed to read as follows:

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transporta-

tion of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

Rule 212B of Air Brake and Train Handling Rules is superseded by the following:

**212B Application and Leakage Test:**

Make a 10 PSI brake pipe reduction with automatic brake valve. Move automatic brake valve handle to LAP position. With 26-L equipment, move brake valve cut off valve to OUT position and note:

1. Brakes apply.
2. Brake pipe leakage does not exceed 5 PSI per minute and no equalizing reservoir leakage exists.
3. Brake cylinder pressure obtained "10-25 PSI".
4. Move automatic brake valve handle back to MINIMUM REDUCTION position and observe for one minute that not more than 1 PSI increase in equalizing reservoir pressure occurs.

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 proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound 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.

**RULE 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.

**15. Flat Spots on Wheels of Passenger Trains or Engines—**

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

**16. Logs will not be handled unless loaded in conformity with BN Inc. "Log Loading Instructions". When so loaded they can be moved without restriction, except as noted on individual subdivisions.**

**SPOKANE DIVISION**

(Conkelley - Cheney)

**FIRST SUBDIVISION**

<b>1. Speed Restrictions—</b>	<b>Maximum Speeds Permitted</b>	
Zone—Between	<b>Passenger</b>	<b>Freight</b>
Conkelley and Cheney . . . . .	79 MPH.	
Conkelley and Whitefish, against the current of traffic . . . . .	59 MPH.	49 MPH.

Through Flathead Tunnel . . . . .		40 MPH.
Rock Creek and Riverview westward trains in excess of 6000 tons without operable dynamic brakes. . . . .		50 MPH.
Westward trains departing Yardley Yard until entire train on main track . . . .		10 MPH.
Trains or engines through turnouts at following locations: . . . . .	35 MPH.	35 MPH.

West yard lead switch Whitefish.

North Main track Irvin.

Siding switches at:

Vista	Tamarack	Yakt
Lupfer	Fisher River	Leonia
Radnor	Riverview	Crossport
Brimstone	Ripley	Bonnors Ferry
Twin Meadows	Libby	Naples
Rock Creek	Kootenai Falls	Boyer
Wolf Prairie	Troy	Ramsey

East switch Elmira.

Trains or engines through turnouts at following locations: . . . . .	30 MPH.	30 MPH.
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Siding switches at:

Algoma	Athol	Otis Orchards
Cocolalla	Rathdrum	

Trains or engines through turnouts at following locations:

West siding switch Elmira . . . . .	25 MPH.	25 MPH.
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Siding switches Empire.

Crossover and Thirteenth Subdivision switch at Marshall.

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

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

40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet long . . . . .	263,000 lbs.
Over 52.5 feet long . . . . .	315,000 lbs.

**3. Train Register Exceptions—**

Yardley and Spokane for trains originating or terminating.

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

Conkelley—Rule 83(B) does not apply to westward trains. All trains must obtain clearance at Whitefish. All trains between Whitefish and Conkelley will operate on Montana Division train orders and clearances.

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser Jct., Latah Jct. and Marshall or at intermediate locations in CTC territory when so authorized by train dispatcher.

Westward trains departing Whitefish, enroute Yardley and eastward trains departing Yardley enroute Whitefish, will secure a Second Clearance addressed to C&E \_\_\_\_\_ at Sandpoint."

First class trains must secure a clearance at Spokane.

Between Sunset Jct. and Yardley, on double track clearance or train order authority is not required to move with the current of traffic.

Cheney—Rule 83(B) does not apply to trains moving from the Portland Division First Subdivision. Such trains will secure Spokane Division clearance at Pasco and, in addition, a second clearance will be secured at Cheney if train order signal is displayed in '19' or 'Stop' position.

**5. Spring Switches—**

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H).

6. **Columbia Falls—**  
Trains from Seventeenth Subdivision must not enter main track on First Subdivision until permission is received from dispatcher.
7. **Plum Creek Plywood Mill, Columbia Falls—**  
Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.
8. **Whitefish—**  
Between end of double track and CTC, authority for trains or engines, except first class trains, to use main track must be secured from Yardmaster. A westward train stopped by the absolute signal governing movement over spring switch at the end of double track will be governed by instructions from the yardmaster. Rule 509 is modified accordingly and movement will be made over the spring switch in accordance with Rule 104 (H).
9. **Swamp Creek and Rock Creek—**  
When trains are stopped at next CTC signal after passing hot box detectors at Swamp Creek and Rock Creek and communication with Dispatcher is lost, train crews arrange to make inspection of their train for hot boxes before proceeding on proceed signal.
10. **Flathead Tunnel—**  
If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.  
Crew of eastward or westward trains stopped in Flathead Tunnel must communicate by telephone located in each bay of tunnel, with Dispatcher, to have tunnel ventilating fans operating and tunnel closure door at Twin Meadows closed during time train is standing.  
In case of emergency, a train in the tunnel may make a forward or backward movement to Twin Meadows or Rock Creek without flag protection and may pass signals indicating stop and proceed at restricted speed without stopping except absolute signals displaying stop aspects located on each side of tunnel door. Train or engine crew will contact dispatcher by telephone and advise the movement they are to make.  
Ventilating fans and tunnel door located at the East Portal of Flathead Tunnel, eastward absolute signal located 120 feet west of tunnel door, and westward absolute signal located 166 feet east of tunnel door. When a train or engine is stopped by either of these signals, contact by telephone to Dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.  
In the event ventilating door, Flathead Tunnel, is closed, denying movement, crew must first contact dispatcher, who will take proper action. Emergency push buttons for operating the tunnel door are located inside the air lock door at east end of tunnel. A hand hoist for emergency operation of the door is provided for hand operation in event of power failure. Go through the air lock doors and up the stairs to locate the hand hoist. Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, advise the superintendent at Spokane, and the trainmaster at Whitefish, by wire, the number of the air pack used and where left so that it can be recharged at once.
11. **Between Irvin and Yardley—**  
Trains and engines stopping clear of crossings where five minute time cut-outs circuits have been installed, must not pass "Crossing Signal Restart" sign located 200 feet in advance of such crossings until continuous movement over crossing is to be made.  
Westward trains after stopping within limits of crossing circuits on North Main Track must approach crossing signal restart sign and road crossing at restricted speed until crossing signals are observed to be operating and crossing clear.
12. **Yardley—**  
Time of first class trains applies at crossover Havana Street.  
Train and engine movements will be governed by Rules 261 through

264 between westward interlocking signal end of CTC Parkwater and Havana Street interlocking. Train and engine movements may be made without train order authority and must first secure authority from the train dispatcher before entering main track between these two points. Westward trains departing Yardley via old main track will not enter main track without securing authority from train dispatcher.

At both ends of Yardley Yard, Rule 501J, Figure 5, lunar over red will govern access to main track (drills) by switch assignment only. All other aspects will govern the movement of trains. These instructions may be modified by the dispatcher following complete understanding between the dispatcher, road engine and train crews, and switch engine and ground crews.

3. **Spokane—**  
Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.
4. **Crossovers on Double Track—**

Facing Point:		Trailing Point:	
MP 1211.65	Columbia Falls	MP 1212.70	Columbia Falls
MP 0.21	West end Passenger Yard, Spokane	MP 1214.97	East of Half Moon
		MP 69.81	West of Yardley
		MP 71.24	East end Passenger Yard, Spokane
5. **Between Yardley and Sunset Junction, following will govern Remote Control Equipment (RCE-1) operation: Remotely controlled locomotives, in other than unit trains, may be placed on rear of train ahead of cabooses. A buffer of ten (10) cars, loads when practicable, less than eighty (80) feet in length, must be provided ahead of remote consist.**  
Remotely controlled locomotives at rear of train must consist of a maximum of twelve (12) powered axles. Lead power consist will be equal to, or not exceed by more than six (6) powered axles, the number of powered axles in the remotely controlled consist at rear of train. Equipment listed in Item 4, All Subdivisions, and equipment placarded rear end only, will not be handled in trains powered with remote controlled equipment.

## SPOKANE DIVISION

(Kootenai -Sandpoint Jct.)

### SECOND SUBDIVISION

- | Speed Restrictions—  | Maximum Speed Permitted |         |
|--|-------------------------|---------|
| Zone—Between   | Passenger               | Freight |
| Kootenai and Sandpoint Jct. . . . .  | 75 MPH                  |         |
| Trains or engines through siding turn-outs at following locations: . . . . . | 30 MPH                  | 30 MPH  |
| Kootenai   |                         |         |
| Sandpoint  |                         |         |
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following are not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.  
Over 52.5 feet long. . . . . 315,000 lbs.
  3. **Train Register Exceptions—None.**
  4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Rule 83(B) does not apply to trains leaving Sandpoint Jct. or moving to or from Rocky Mountain Third Subdivision at Kootenai or at intermediate locations in CTC territory when so authorized by train dispatcher.



6. Fairchild Air Force Base, where spur track crosses the approach of the NE-SW airplane runway, two-color light signals, one each direction, displaying red above red for "Stop", and yellow above red for "Proceed", are under the control of operator at Air Base Tower, governing train and engine movements across runway approach.

If signal indicates "Stop" and does not change to "Proceed" within reasonable length of time and no evidence that runway is to be used by planes, trainmen will use air police telephone located at Gates 21 and 22 on the east fence of Fairchild Air Force Base to call air police telephone switchboard and ask for base operations dispatcher, who, in turn, will secure information and advise train crew members whether or not they are to proceed on a "Stop" signal.

Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

7. Crossovers on Double Track—

Facing point. MP 1527.7 Harrington	Trailing point MP 1535.6—7.3 miles west of Harrington MP 1535 —4.4 miles east of Lamona
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8. Wenatchee—Engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

9. Handling 80 Foot or Longer Cars — (See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between Quincy and Wenatchee—

Trains of greater than 5700 trailing tons must handle empty cars, 80 feet and longer, in the rear 5700 tons.

Trains of greater than 8800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 8800 tons except 80 Foot and longer cars in excess of 100 gross tons will have no restriction on location in train.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

10. Between Sunset Jct. and Wenatchee, following will govern Remote Control Equipment (RCE-1) operation: Remotely controlled locomotives, in other than unit trains, may be placed on rear of train ahead of caboose. A buffer of ten (10) cars, loads when practicable, less than eighty (80) feet in length, must be provided ahead of remote consist.

Remotely controlled locomotives at rear of train must consist of a maximum of twelve (12) powered axles. Lead power consist will be equal to, or not exceed by more than six (6) powered axles, the number of powered axles in the remotely controlled consist at rear of train.

Equipment listed in Item 4, All Subdivisions, and equipment placarded rear end only, will not be handled in trains powered with remote controlled equipment.

**SPOKANE DIVISION**  
(Nelson-Dean)  
**SIXTH SUBDIVISION**

1. Speed Restrictions—

Zone—Between Troup Jct. and Dean . . . . .	Maximum Speeds Permitted 35 MPH
Northport, wye track . . . . .	8 MPH
Dolomite, spur tracks . . . . .	10 MPH
Northport to Troup Jct., handling logs . . . . .	15 MPH
Kettle Falls to Dean handling ore . . . . .	30 MPH

2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.

3. Train Register Exceptions—  
Colville trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—  
Dean, Rule 83(B) does not apply.  
Kettle Falls, all trains must obtain clearance.

5. Northport-Waneta, trains must not pass International Border without permission of Customs and Immigration Inspectors.  
Between Troup Jct. and Boundary, U.S., Canadian Maintenance of Way Flagging Rules 41 and 44 and Canadian Uniform Code Rules apply.

6. Mountain Grade Operation—  
Air brake and train handling rules for mountain grade operation on mountain grade between Salmo and Troup Jct. MP 183.5 - 194.  
Ruling Grade Descending East . . . . . 2.5%

7. Unless otherwise provided protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Kettle Falls and Boundary.

8. Handling 80 foot or longer cars—(See all Subdivisions Special Instructions).

9. The Canadian Transportation Commission, Railway Transport, requires that in the matter of the safe movement of occupied cabooses and occupied service equipment the following will apply while operating in any Canadian Province:

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

**SPOKANE DIVISION**  
(Kettle Falls-Republic)  
**SEVENTH SUBDIVISION**

1. Speed Restrictions—

Zone—Between Kettle Falls and Republic . . . . .	Maximum Speeds Permitted 30 MPH
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2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.

3. Train Register Exceptions—None.

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

5. Laurier-Danville, trains must not pass International Border without permission of Customs and Immigration Inspectors.



Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Wash., and Danville, Wash.

6. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not necessary between Boyds and Republic, except between Laurier and Danville Canadian Uniform code rules apply.
7. Handling 80 Foot or Longer Cars—(See All Subdivisions Special Instructions)
8. The Canadian Transportation Commission, Railway Transport, requires that in the matter of the safe movement of occupied cabooses and occupied service equipment the following will apply while operating in any Canadian Province:
  1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
  2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

**SPOKANE DIVISION**  
(Cheney-Adco)  
**EIGHTH SUBDIVISION**

1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Cheney and Creston . . . . .	30 MPH
Creston and Odair . . . . .	35 MPH
Over Public crossings within corporate limits:	
Medical Lake, Wilbur . . . . .	25 MPH
Creston, Almira, Hartline, Coulee City . . . . .	30 MPH
Wrecking derricks 150 ton and larger, pile drivers and diesel units U25C or larger (over bridges) . . . . .	15 MPH
Davenport to Eleanor Industrial Track . . . . .	
Davenport and MP 3 . . . . .	25 MPH
MP 3 and Eleanor . . . . .	10 MPH
2. Bridge, Engine and Heavy Car Restrictions—
 

Diesel units U25C or larger and cars heavier than 177,000 lbs. not permitted between Davenport and Eleanor.

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

40 feet or less in length . . . . .	220,000 lbs.
Over 40 feet long . . . . .	263,000 lbs.
3. Train Register Exceptions—
 

Davenport, register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Sidings—Except at Major and Davenport are also used as industrial tracks.
6. Between MP 108 road crossing Odair and MP 125 Adco track out of service.
7. At Odair—Normal position of main track switches are for the through route Adco via the short leg of wye.

8. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not necessary.
9. Handling 80 Foot or Longer Cars—  
(See All Subdivisions Special Instructions.)

**SPOKANE DIVISION**  
(Hauser Jct.-Coeur d'Alene)  
**NINTH SUBDIVISION**

1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Hauser Jct. and Coeur d'Alene . . . . .	20 MPH
Diesel engine units and cars in excess of 248,000 lbs. . . . .	15 MPH
Over public crossings within corporate limits:	
Coeur d'Alene . . . . .	6 MPH
2. Bridge, Engine and Heavy Car Restrictions—
 

Diesel engines U25C or larger not permitted.

Wrecking Derricks 150 ton and larger over bridges . . . . . 10 MPH

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

40 feet or less in length . . . . .	220,000 lbs.
Over 40 feet long . . . . .	263,000 lbs.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—
 

Hauser Jct.—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Rule 99 is not necessary.
6. Handling 80 Foot or Longer Cars—  
(See all Subdivisions Special Instructions.)
7. Post Falls—Atlas—5,060 feet east of MP 4 to 4,061 feet east of MP 9 out of service.

**SPOKANE DIVISION**  
(Erie Street Yard-Coeur d'Alene)  
**TENTH SUBDIVISION**

1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Erie Street Yard - Coeur d'Alene . . . . .	25 MPH
U.P. Interlocking . . . . .	15 MPH
2. Bridge, Engine and Heavy Car Restrictions—
 

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

40 feet or less in length . . . . .	220,000 lbs.
Over 40 feet long . . . . .	263,000 lbs.
3. Train Register Exceptions—None.



Prairie clearance and the operator at Lewiston or East Lewiston may issue BN clearance in accordance with Rule 220(A), endorsing clearance "wire failure".

**6. Mountain Grade Operation--**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Howell and Kendrick MP 96.8-111.

Ruling Grade Descending West. . . . . 2.4%

7. At Palouse—WI&M will deliver cars on track No. 1. Delivery to WI&M will be made on River track by eastward trains, and on either track 2 or 3 by westward trains.

**8. Handling 80 Foot or Longer Cars--**

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

**Between Arrow and Howell--**

Trains of greater than 2450 trailing tons must handle empty cars, 80 feet and longer, in the rear 2450 tons.

Trains of greater than 3800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3800 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

**Between Oakesdale and Moscow--**

85 foot flat cars not permitted between Oakesdale and Crabtree, or on wye tracks Palouse and Moscow.

**SPOKANE DIVISION**

(Pullman Jct.-Genesee)

**FOURTEENTH SUBDIVISION**

**1. Speed Restrictions--**

Zone--Between	Maximum Speeds Permitted
Pullman Jct. and Genesee . . . . .	30 MPH
Genesee on wye track. . . . .	5 MPH

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

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

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

**3. Train Register Exceptions--None.**

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

Pullman Jct. Rule 83(B) does not apply.

5. Unless otherwise provided protection against following trains as required by Rule 99 is not necessary.

**6. Handling 80 Foot or Longer Cars--**

(See All Subdivision Special Instructions.)

**SPOKANE DIVISION**

(Wenatchee-Keremeos)

**FIFTEENTH SUBDIVISION**

**1. Speed Restrictions--**

Zone--Between	Maximum Speed Permitted
Wenatchee and Oroville . . . . .	45 MPH

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

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

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

**3. Train Register Exceptions--None.**

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

**5. Oroville--Keremeos--MP 124 to MP 160 out of service.**

6. Unless otherwise provided, protection against following trains as required by Rule 99 is not necessary.

**SPOKANE DIVISION**

(Columbia River-Mansfield)

**SIXTEENTH SUBDIVISION**

**1. Speed Restrictions--**

Zone--Between	Maximum Speeds Permitted
Columbia River and Mansfield . . . . .	20 MPH

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

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

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

Cars of 100 ton capacity or larger are not permitted. Hopper cars GN series 70600 to 70799 (BN 510000-510199) are not permitted.

**3. Train Register Exceptions--None.**

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

Columbia River Rule 83(B) does not apply.

5. Unless otherwise provided protection against following trains as required by Rule 99 is not necessary.

**6. Mountain Grade Operation--**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Palisades and Douglas MP 16-32.

Ruling Grade Descending West. . . . . 2.0%

**7. Handling 80 Foot or Longer Cars--**

(See All Subdivision Special Instructions.)

**SPOKANE DIVISION**

(Columbia Falls-Somers)

**SEVENTEENTH SUBDIVISION**

**1. Speed Restrictions--**

Zone--Between	Maximum Speeds Permitted
Columbia Falls and Kalispell . . . . .	40 MPH
Kalispell, over Main Street Crossing. . . . .	5 MPH
Kalispell and Somers . . . . .	20 MPH

2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent.  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
All trains between Columbia Falls and Somers will operate on Montana Division train orders and clearances.
5. Unless otherwise provided protection against following trains as required by Rule 99 is not necessary.

- Trains or engines through No. 15 turnouts at the following locations. . . . . 30 MPH. 30 MPH.  
Siding switches at Baring and Monroe.  
West switch Olds, east switch Scenic, west switch Skykomish.  
Turnouts at PA Jct., Lowell Jct. and Snohomish Jct. . . . . 15 MPH. 15 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.  
Over 52.5 feet long . . . . . 315,000 lbs.
3. **Train Register Exceptions—**  
Interbay—Register for freight trains originating and terminating.  
South Portal—Freight trains register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

**PACIFIC DIVISION**  
(Wenatchee to Seattle)  
**FIRST SUBDIVISION**

1. <b>Speed Restrictions—</b> Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Wenatchee and Seattle . . . . .	79 MPH.	
Light helper engines. . . . .		35 MPH.
Trains handling loaded ore cars in former GN Series 80000 through 95039, former NP series 77800 through 78900. . . . .		45 MPH.
These cars whether loaded or empty are not to be handled on Trains No. 74, 82, 83, 88, 97, or on helper trains unless helper engine is cut in ahead of these cars.		
Seattle over public crossings . . . . .	20 MPH.	20 MPH.
Except between Lenora Street and South Dearborn Street on waterfront	10 MPH.	10 MPH.
Seattle, through turnouts South Portal .	10 MPH.	10 MPH.
Trains or engines between North Portal and South Portal.		
With the current of traffic. . . . .	20 MPH.	20 MPH.
Against the current of traffic. . . . .	10 MPH.	10 MPH.
Ballard, over Bridge 4. . . . .	20 MPH.	20 MPH.
Monroe, Gravel Pit Spur over Highway No. 2 . . . . .		5 MPH.
Old Leavenworth Spur, over Bridge 0.6 .		10 MPH.
Trains or engines through No. 20 turnouts at the following locations. . . . .	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds.		
Siding switches at:		
Cashmere           Merritt		
Leavenworth       Berne		
Winton             Gold Bar		
West siding switches Scenic and Short Pass, Everett.		
East siding switch Skykomish.		
Interbay, Yard Lead 23rd Street and end of single track MP 4.		

5. **Seattle, King Street Passenger Station Tunnel Rules—**  
A positive block is maintained in both directions between North Portal and South Portal under control of operator at South Portal. Trains and engines may make a forward or backward movement within these limits without flag protection, observing governing signal indications.  
Trains and engines may move against the current of traffic between these stations when governing signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact control operator at South Portal and be governed by his instructions in accordance with Rule 606 of the Consolidated Code of Operating Rules.  
The use of Tunnel Cards is no longer required.  
Whistle signal: 1 long to tunnel; 3 long to waterfront; 4 long to old main track; 5 long to running track; 1 short from American Can Spur to main track.  
Westward movements from Pier 70 lead are governed by a signal located 1360 feet west of tower.  
Whistle signal: 1 long to waterfront.  
Whistle signals to be used only when unable to verbally communicate with North Portal operator.  
Westward movements against the current of traffic into the tunnel are governed by a signal located 250 feet east of the east entrance to the tunnel.
6. **Interbay—**Single track is in service from end of double track MP 4.1 to beginning of CTC at MP 5.4. All trains leaving Interbay Yard tracks will contact yardmaster for authority to proceed and route to be used.
7. Two main tracks are in service between MP 5.4, Interbay and Everett Jct., except single track between MP 7.37 and MP 7.70, MP 15.83 and MP 17.85 and between MP 27.05 and MP 27.85. No. 1 main track is the right hand track moving westward. No. 2 main track is the right hand track moving eastward.
8. CTC between MP 5.4, Interbay and MP 7.9, Ballard, is operated by the operator, Interbay, under authority of dispatcher, Seattle.
9. Following main track switches not equipped with electric lock, Rule 268(A) applies:  
Interbay, Time Oil Spur.  
Standard Oil Spur, east switch, 2.2 miles west of Edmonds.  
McKinnon Spur, 2.4 miles west of Monroe.
10. The following signals are located to the left of the track which they govern:  
Signals governing eastward movements on No. 1 main track between Interbay and Everett Jct.

Signals governing westward movements on No. 2 main track between Interbay and Everett Jct.

Baring, westward governing signal located at east switch of siding.

Skykomish and Scenic, eastward governing signal for main track at east switch of siding.

Skykomish and Scenic, westward governing signal for siding at west switch of siding.

Berne, westward governing signal for siding at west switch of siding.

Merritt, eastward governing signal for siding at east switch of siding.

11. Crossovers not Indicated at Station—

Facing Point	Trailing Point
MP 15, Standard Oil spur 3 miles west of Edmonds.	MP 14.1, 3.4 miles west of Edmonds.
	MP 31.3, 1 mile west of Everett Jct.
	MP 30.6, 1½ miles west of Everett Jct.

12. Manual Interlockings, not Indicated at Station—

Ballard, Br. 4 . . . . . Salmon Bay drawbridge

13. Yard Limits—Tracks between yard limit sign west of Kent MP 18.5, and east of Interbay operated as one yard.

14.

East switch Berne to west switch Scenic.  
Signal transmission line carries 13,200 volts.  
All wires must be considered energized.  
Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephones apparatus to any wires located along right-of-way in this zone.

15. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between Skykomish and Berne. Ruling grade ascending east 2.2% and between Berne and Merritt ruling grade descending east 2.2%.

Locomotives in lead consist must not exceed a maximum of twenty-four powered axles.

Remote control locomotives (RCE-1) of twelve powered axles or less may be placed on rear of trains ahead of caboose on this subdivision.

Where cars listed in the first sentence of Item 4, All Subdivisions Special Instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.

When remote control locomotives (RCE-1) are operated at rear of train, rear end crew is required to ride in the most forward cab of the remote consist during operation through Cascade Tunnel No. 15.

16. Instructions Governing Operation of Trains Skykomish to Wenatchee—

Diesel engines operated on freight trains through Cascade Tunnel will be governed as follows:

If hot engine alarms actuate prior to reaching Bay 14, reduce gradually to throttle position 6.

If hot engine alarms actuate east of Bay 14, reduce to throttle position 7.

Helper engines on eastward freight trains will operate in throttle 8 position until entering tunnel, when will reduce to throttle 6. Head engineer will control speed of train.

If, for any reason eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other and the train dispatcher on telephone located in each bay of the tunnel and have a thorough understanding whether train will be backed out of tunnel or doubled out to Berne. In making these moves definite understanding must be had with all members

of the crew and the train dispatcher as to what is to be done to avoid accident.

Crew of eastward or westward trains stopped in Cascade tunnel must communicate by telephone, located in each bay of tunnel, with dispatcher to have tunnel ventilating fans operating and tunnel closure door at Berne closed during time train is standing.

In case of emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except signal 1700.3 and 1700.4. Train or engine crew will contact dispatcher by tunnel phone and advise the movement they are to make.

Westward trains encountering signal 1706.1 at Bay 15 displaying stop indication must not pass West Portal until it is known track is clear to east switch Scenic. In addition, special red slide fence light is placed just east of Bay 21, Cascade tunnel, Scenic, to give indication for westward trains when necessary. This signal will not show light unless there is a slice-fence operation between West Portal of the tunnel and east siding switch.

If this signal shows red indication, trains must stop and not pass until they send flagman ahead to see whether or not main track is blocked by slide, and make report promptly of the condition.

At Scenic, two white lights flashing alternately mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by dispatcher to do so, except eastward passenger trains with not exceeding two units in the locomotive consist may pass Scenic and enter Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher.

Ventilating fans and tunnel door located at the East Portal of Cascade Tunnel No. 15, westward signal 1700.3 located 65 feet east of tunnel door, and eastward signal 1700.4 located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact by phone to dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.

In the event ventilating door, Cascade tunnel, is closed, denying movement, crew must first contact dispatcher who will take proper action. A hand hoist at the East Portal is provided for hand operation of the door in event of power failure. In any event be guided by instructions of dispatcher who has remote control of door operation. Further, see instructions relative to operation of hand hoist posted in phone booth on wall of fan house.

Four Scott Air Packs have been placed in each bay of tunnel. Whenever one of these air packs are used, advise the Superintendent and Assistant Superintendent Roadway Maintenance, Seattle, by wire the number of the air pack used and where left so that it can be recharged at once.

17. Switching light key controller located on signal mast at west switch of siding Berne and on bungalow at east switch of siding Scenic. Two white lights, normally dark, with signs reading "Sw. Lt." are located 2000 and 5000 feet west of west switch Berne, also 2000 and 5000 feet east of east switch Scenic. To operate switching lights, trainman should insert switch key in controller and turn fully clockwise to light the lights, then turn key to center position to extinguish lights.

These lights are to be used as an aid in switching when radio or hand signals cannot be used. Light should be turned on for movement in one direction, turned off to stop, again turned on to reverse direction. Prior arrangements must be made between crew members before using these switching lights.

18. Skykomish, helper engine waiting to assist eastward train will remain standing at depot until train arrives. Rear brakeman on train to be helped will get off at depot and place helper engine on rear of train.

19. Scenic and Berne, two rail clamps and chains are provided for emergency use. Clamps at Scenic fit rail on industry track, clamps at Berne fit rail on siding. When necessary to set out bad order car see clamps are properly secured and blocked to rail on low end of car. Crew picking up car see clamps and chains removed and replaced in telephone bungalow, Scenic or CTC bungalow, Berne.

20. One Type E and one Type F knuckle are placed in each bay of Tunnel No. 15, Merritt Depot, CTC bungalow at east and west switches Berne and Scenic, telephone booth Scenic and Skykomish Depot. One air hose and air hose wrench is placed in each bay of Tunnel 15. Conductor will make wire report of material used and from where taken to Division Superintendent, Assistant Superintendent, Mechanical, General Foreman Cars, Seattle; Road Foreman, Everett and Roadmaster, Skykomish. If air hose wrench not returned to bay from which taken advise where left.
21. Emergency Exits—Tunnel No. 15. Two foot by three foot doors painted white located on south wall of tunnel between Bay 13 and West Portal, Scenic. Doors open into Pioneer Tunnel and must be closed after each use. Exits located as follows:
- 3 between Bays 13 and 14
  - 2 between Bays 14 and 15
  - 1 between Bays 15 and 16
  - 1 between Bays 17 and 18
  - 1 between Bays 18 and 19
  - 1 between Bays 19 and 20

Exits to be used ONLY when no other exit available from tunnel.

22. Handling 80 Foot or Longer Cars—  
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

**Between Skykomish and Merritt—**

Trains of greater than 2900 trailing tons must handle empty cars 80 feet and longer in the rear 2900 tons.

Trains of greater than 4500 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper or remote control (RCE-1) locomotives are cut into train in accordance with Item 5 or 5A, All Subdivisions, and cuts exceed 2900 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2900 tons of such cuts.

When remote control locomotives (RCE-1) are cut into train in proper position (see Item 5, All Subdivisions), the rearmost empty car 80 feet or longer must be located ahead of at least 1100 tons (not including locomotive weight) from rear of train.

When helper or remote control locomotives (RCE-1) are used at rear of train, a buffer of at least 1100 tons must be provided to separate locomotives at the rear of the train from the rearmost empty car 80 feet or longer.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car (see Item 4, All Subdivisions).

**PACIFIC DIVISION**

(Vancouver to PA Jct.)

**SECOND SUBDIVISION**

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Vancouver and PA Jct. . . . .	79 MPH.	
PA Jct. to Bridge 10, Delta Jct. . . . .	20 MPH.	15 MPH.
Except through turnouts PA Jct. and Sealine Jct. . . . .	15 MPH.	15 MPH.
Marysville, over street crossings . . . . .	20 MPH.	20 MPH.
Mt. Vernon to Burlington, MP 67 to MP 72.4. . . . .	20 MPH.	20 MPH.
Burlington, over ladder tracks between Second and Tenth Subdivisions . . . . .		10 MPH.

Bellingham, over street crossings. . . . .	10 MPH.	10 MPH.
Delta Alaska Terminal Yard Tracks 0.8 miles west of Brownsville BC. . . . .		5 MPH.
New Westminster, Fraser River Bridge. . . . .	8 MPH.	8 MPH.
New Westminster, over Brunette Street and Braid Street crossings. . . . .	25 MPH.	25 MPH.
New Westminster, east leg of wye. . . . .		5 MPH.
Still Creek, over Grandview Highway North . . . . .	25 MPH.	25 MPH.
Vancouver, over Pender, Union, Cordova Streets, Burrard Inlet, CPR crossing, Powell Street . . . . .		8 MPH.
Trains or engines through No. 20 turn- outs at following locations: . . . . .	35 MPH.	35 MPH.
End of double track Burnaby and Still Creek, B. C.		
Willingdon Jct., B. C.		
B. C. Harbours Board, Colebrook, B. C.		
Siding switches at:		
English      Bow		
Stanwood    Samish		
Mt. Vernon   South Bellingham		

2. Bridge Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:
- 40 feet or less in length. . . . . 220,000 lbs.
  - Over 40 feet long. . . . . 263,000 lbs.
  - Over 52.5 feet long . . . . . 315,000 lbs.
3. Train Register Exceptions—  
Arrival of first class trains on register at Vancouver will cover their arrival at Vancouver Jct.  
New Westminster—All trains register by register ticket.  
Bellingham-Ferndale—Register for trains originating or terminating.  
At Intalco and Colebrook, trains will register when instructed to do so by train order.
4. Clearance Provisions and Exceptions Rule 83(B)—  
PA Jct. Rule 83(B) does not apply.  
In CTC territory Rule 83(B) does not apply except at Burlington and New Westminster.  
Clearance received at Sumas will clear trains at Burlington.  
Clearance received at Vancouver will clear trains at Vancouver Jct.  
  
New Westminster, CN trains entering BN tracks from the CN-CPR Exchange Yard will not require clearance unless otherwise instructed by control operator. CN eastward trains entering BN tracks from Fraser River Bridge will secure clearance at passenger station.  
Willingdon Jct., Rule 83(B) does not apply. Canadian National trains entering BN tracks at this point secure BN clearance at New Second Narrows Bridge.
5. Manual Interlockings not Indicated at Station—  
Drawbridge 11, 1.2 miles west of Marysville.  
Drawbridge 12, 0.5 miles west of Marysville.  
When interlocking signals display stop indication, bridge operator, B&B foreman or signal maintainer must be called to check bridge equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derrails are posted at absolute signals.  
Drawbridge 69, 3.4 miles west of Colebrook, B. C. When interlocking signals display stop indication, a member of the crew will immediately call train dispatcher and be governed by his instructions.

When interlocking signals display a stop and proceed aspect, after stopping, trains will proceed in accordance with Rule 501 J.

6. **Railroad Crossings Protected by Gates not Indicated at Station—**  
**Bellingham** . . . . . CMStP&P crossings — 1 at Army Normal position is for BN Street, 1 at Commercial Street, 2 at Pine Street.

These four crossings are all equipped with manually operated gates which activate signals on Burlington Northern mainline tracks when lined for Milwaukee Railroad movements. All train and engine movements over these crossings must wait five (5) minutes after lining gates and ascertain the route is clear before making crossing movements over Burlington Northern mainline tracks.

7. **At Sealine Jct. and GN Jct.**—Normal position of switch at Sealine Jct. is for Sealine movement. At GN Jct. normal position of switch is for Second Subdivision.  
 Continuous yard limits in operation between PA Jct. and Delta Jct.

8. **Whistle signals for routes Delta Jct.**  
 Main track . . . . . 1 long.  
 From east to Delta Yard . . . . . 1 long, 1 short.  
 From west to Delta Yard . . . . . 2 long, 1 short.  
 From Delta Yard to east . . . . . 2 long.  
 From Delta Yard to west . . . . . 3 long, 1 short.  
 From PA Jct. to east . . . . . 1 long, 1 short, 1 long.  
 From east to PA Jct. . . . . 1 long, 1 short, 2 long.

9. **Following main track switches not equipped with electric locks, Rule 268(A) applies:**  
 Pacific Grinding Wheel Spur (1 mile east Kruse Jct.).  
 Elevator Spur at Silvana.  
 Both ends Industry Track Silvana.  
 English Lumber Co. Spur (6.7 miles west of Mt. Vernon).  
 Fir Spur Track (5.3 miles west of Mt. Vernon).  
 Spur Track (MP 86).  
 Spur Track (MP 93 at South Bellingham).

10. **The following signals located to the left of the track which they govern:**  
 Eastward Siding Signal at East Switch, English.  
 Westward Main Track Signal at West Switch, English.  
 Eastward Main Track Signal at East Switch, Stanwood.  
 Westward Siding Signal at West Switch, Stanwood.  
 Eastward Main Track Signal at East Switch, Mt. Vernon.  
 Westward Siding Signal at West Switch, Mt. Vernon.  
 Eastward Siding Signal at East Switch, Bow.  
 Westward Main Track Signal at West Switch, Bow.  
 Eastward Siding Signal at East Switch, South Bellingham.  
 Westward Main Track Signal at West Switch, South Bellingham.

11. **Bellingham**—Street crossings must not be blocked in excess of five minutes.

12. **Restricted Clearances—**  
 The following overhead wires crossing our track do not have standard clearance of 27 feet from top of rail:
- |   |         |
|---|---------|
| Delta west wye switch . . . . .                       | 25'     |
| Marysville, industry track . . . . .                  | 23'     |
| Stanwood, industry track . . . . .                    | 24'     |
| Fir, English Lumber Co. spur 1.3 miles west . . . . . | 25'     |
| Mt. Vernon, Union Oil Co. spur . . . . .              | 25' 10" |
| Burlington, Carnation Milk Co. spur . . . . .         | 25' 6"  |
| Vancouver, Hastings Street viaduct . . . . .          | 19' 8"  |

High voltage electric wires at Still Creek and Vancouver, B. C.	
Clearance from top of rail as follows:	
Powell Street—Vancouver, B.C. BI Line . . . . .	20' 5"
Main Street, Vancouver, B. C. . . . .	19' 6"
Renfrew Street—Still Creek . . . . .	21' 0"

New Westminster, retaining wall Front Street crossing in front of penitentiary will not clear man on side of car or engine.

13. **Blaine-White Rock**, trains will not pass International Border without permission of Customs and Immigration inspectors.

14. **Colebrook**, dual control switches under jurisdiction of B. C. Railway operator are identified as No. 16, No. 18 and No. 20. When requesting permission to take these switches off power to hand throw, crew member will advise control operator the number of the switch or switches involved.

15. **Still Creek**, eastward trains having wait or meet orders to fulfill at this point, or when governing signal indicates "stop", train will stand west of Renfrew Street crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid circuit operating signals at this crossing.

16. **Vancouver**, Canadian National Railway operate jointly with BN over BN tracks between Water Front and connection with BN main track north of CN Jct.; also between east leg of wye from main track switch and connection with Canadian National Railway in the BN South Yard, all of which is located within yard limits of Vancouver. Telephones for city and train dispatcher are located in booth near BN main track connection. There is also a city telephone and train register in yard office near dock. Movements in both directions over the Burrard Inlet Line must be recorded in train register. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.

17. **The Railway Transport Commission of Canada, General Order O-7**, forbids the handling of freight cars in main line passenger trains unless equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service.

18. **Canadian Transport Commission Order** provides for the safe movement of occupied cabooses and occupied service equipment in Canada as follows:

1. Except as provided in paragraph 2 of this Order, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles and at no greater speed than twenty miles per hour.

19. **Crossovers on Double Track not Indicated at Station—**  
**Trailing point.**  
 At MP 152.4—1.4 miles west of Still Creek. Dominion Bridge Co. spur.  
 At MP 151.7—Willington Jct.  
 At Vancouver Steel Co. spur, 2.5 miles west of Still Creek.  
 MP 147.8—1 mile east of Burnaby.

20. **Fraser River Bridge—**  
 Westward BN trains and engines approaching Fraser River Bridge; Signal 4 short blasts of whistle for line up from Bridge to west BN main track.

Explosion of one torpedo indicates stop. No steam or electric locomotive, or train operated by steam, electricity, or other power, no hand or push car or speeder shall cross the bridge in either direction at speeds greater than 8 miles an hour on approaching absolute signals and move between absolute signals at speed not exceeding 8 miles an hour. Engine bell must be rung continuously while on the bridge and approaches.

No train shall move forward against a stop signal (red indication or no indication) unless the engineman has been handed a clearance form provided by the Department of Public Works by the Bridge Superintendent or a person authorized by him to do so. No hand flag or lamp signal or verbal instructions are to be accepted as a clearance to cross the bridge.

All entering signals to Fraser River interlocking are under full control of bridge operator.

The top indication of eastward and westward leaving signals Fraser River Bridge govern entrance to CTC territory on BN main tracks and are jointly controlled by bridge operator and CTC control operator New Westminster, B. C. station.

21. CTC between Townsend and Burnaby is operated by operator New Westminster under authority of dispatcher Seattle.

Canadian National train and engine movements between Tilbury Island and Townsend must receive authority from train dispatcher or control operator, New Westminster before making move from Dow Chemical Spur to Townsend. At Brownsville CN train and engine movements must receive authority from train dispatcher before fouling or entering controlled siding through crossover switches between interchange track and siding. Eastward CN train and engine movements entering Brownsville Siding must notify control operator when clear of controlled siding and switch is properly relined for siding.

22. New Westminster, radio call is CJN 253, Vancouver, CJN 282, and station name must not be used.

23. Automatic Interlockings—

Still Creek . . . . . End of double track.  
CN Jct.

To obtain proceed indication on signal to enter main track, trainmen shall operate switch key controller located on signal mast.

A positive block is maintained in both directions between the westward interlocking signal, CN Jct., and the eastward interlocking signal, Still Creek. When a train or engine is stopped by a stop indication of these signals it will be governed by Rule 509.

Between Still Creek and CN Jct. extra trains will be governed with respect to opposing extra trains by signal indication; this does not modify the provisions of Rule 93.

24. Semi-Automatic Interlockings not Indicated at Station—

New Westminster, 0.9 miles west  
CPR crossing . . . . . Crossover to water front track.

Both switches of crossover are lined by operation of main track switch.

New Westminster, 0.4 miles west . . . . . Fraser Mill Spur.  
CPR crossing.

Normal position of gates is stop for BN.

Vancouver . . . . . CPR crossing at Burrard Inlet.  
Normal position of gates is stop for BN.

BN trains or engines shall stop clear of Powell Street until gates are opened and the way is clear for movement across CPR tracks to avoid blocking traffic on Powell Street. Crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

25. BN train and engine movements over the semi-automatic interlocking at the CPR crossing at Burrard Inlet, Vancouver, B.C. is governed by manually operated gates on both sides of the CPR tracks, electrically locked under control of CPR Centralized Traffic Control operators at Port Coquitlam, B.C.

Authority to release the gate lock must be obtained from the CP Railway control operators at Port Coquitlam. CP Railway telephone is attached to side of bungalow about one hundred (100) feet east of crossing.

26. Trackage between the yard limit sign west of New Westminster, B.C. and end of track Vancouver, B.C. operated as one yard.

27. There is no superiority of trains between CN Jct. and Vancouver Jct. That portion of Consolidated Code Rule 93 reading "Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these points. Within these limits first class trains must move at reduced speed.

Before occupying main track between these points on the time of delayed first class trains, extra trains and engines must obtain permission from operator Vancouver or train dispatcher, in order to avoid delay to first class trains. In addition switch indicators must be operated in accordance with governing signal rules.

28. On double track between Still Creek and Burnaby, train order authority or numbered clearance not required for movements with the current of traffic.

29. Canadian National westward freight trains originating Vancouver are required to key out at CN Jct. prior to departure. They are also required to call the BN control operator at New Westminster from the telephone booth at CN Jct. and be governed by his instructions.

Burlington Northern westward freight trains are required to contact BN control operator at New Westminster prior to leaving Vancouver and be governed by his instructions.

New Westminster, to avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR Exchange Yard enroute BN tracks will call operator New Westminster before leaving and be governed by his instructions.

30. Excerpts from the Uniform Code of Operating Rules Form 15071 are applicable to BN operations in Canada.

## PACIFIC DIVISION

(Seattle to Vancouver Jct.)

### THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Seattle and Vancouver Jct. . . . .	75 MPH.	
Through hand operated crossovers . .	10 MPH.	10 MPH.
All street crossings in corporate limits of Seattle. . . . .	20 MPH.	20 MPH.
Seattle King Street station, over switches. . . . .	8 MPH.	8 MPH.
King Street Station, entering tunnel tracks . . . . .	10 MPH.	10 MPH.
MP 0 (Seattle) and MP 4 (west of Argo).	60 MPH.	50 MPH.
Argo interlocking . . . . .	30 MPH.	30 MPH.
Argo and Wabash against the current of traffic . . . . .	59 MPH.	49 MPH.
Black River interlocking . . . . .	60 MPH.	40 MPH.
Sumner, Kent and Auburn within cor- porate limits. . . . .	40 MPH.	40 MPH.
Puyallup within corporate limits. . . . .	30 MPH.	30 MPH.
Reservation and McCarver Street . . . . .	30 MPH.	30 MPH.
Tacoma, between east D Street and 21st Street . . . . .	15 MPH.	15 MPH.
Titlow, over 6th Avenue and 19th Street crossings . . . . .	35 MPH.	35 MPH.
Pacific and Steilacoom within corporate limits . . . . .	50 MPH.	50 MPH.
Over Bridge 14 . . . . .	30 MPH.	30 MPH.
Bucoda, within corporate limits . . . . .	65 MPH.	
MP 51 (west of Wabash) and MP 59 west of Chehalis Jct. . . . .	60 MPH.	
MP 62.2 and MP 100.6 . . . . .	75 MPH.	55 MPH.
Rye and Vancouver Jct. . . . .		10 MPH.
Castle Rock, Centralia, Chehalis and Kalama, within corporate limits . . . . .	40 MPH.	40 MPH.
Napavine and Winlock, within corporate limits . . . . .	50 MPH.	50 MPH.
Kelso, within corporate limits . . . . .	40 MPH.	40 MPH.
Over Allen Street crossing . . . . .	25 MPH.	25 MPH.
Trains or engines through No. 20 turn- outs at Wabash . . . . .	35 MPH.	35 MPH.



Trains or engines through No. 16 turnouts at following locations: . . . . .	30 MPH.	30 MPH.
Crossover east end Ruston Tunnel.		
Crossover west end Nelson-Bennett Tunnel.		
Trains must not exceed speeds designated through the following dual control switch turnouts:		
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.
Centralia Center, Centralia east, Chehalis Jct. to 17th Subdivision and to Milwaukee, Longview Jct. west to Main 1 Siding . . . . .	15 MPH.	15 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:		
Over Bridge 17.2, Bridge 19.9 on east D Street Log Dump, all bridges on Highline in Tacoma, Bridges 36.8 and 73.9 on west Seattle Line . . . . .		20 MPH.
Over Bridge 8.78 on Tideflats Branch . . . . .		10 MPH.
Wrecking Cranes, 250 Tons:		
Bridge 8.78 on Tideflats Branch, Bridge 17.2, all bridges on Highline in Tacoma and Bridges 14.07 and 0.40 on St. Paul and Tacoma Lumber Co. Spurs . . . . .		20 MPH.
Over Bridge 20, west Seattle Line, following series locomotives: U25C, U28C, U33C, U30C, SD45, SD40, SDP40, SDP45, F45, U23C and 636 Alco . . . . .		10 MPH.
<b>2. Bridge, Engine and Heavy Car Restrictions—</b>		
Wrecking cranes 250 ton:		
West Seattle Line. . . . .	Not Permitted	
Bridge 19.9, east D Street Log Dump . . . . .	Not Permitted	
Stacy Street Yard—		
Account No. 7 turnouts following series locomotive units cannot be used on trains originating, terminating or setting out in this yard: SD45, U25C, U28C, U30C, U33C, SD40, SDP40, SDP45, F45, U23C and 636 Alco.		
Trains handling logs, wood bolts, or veneer blocks, loaded on flat cars, will not exceed a speed of 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 29.1, Puyallup River, between Meeker and Sumner.		
Bridge 24, White River, between Sumner and Auburn.		
Bridge 17.2, Green River, between Thomas and Kent.		
Bridge 14, Chambers Creek, between Titlow and Steilacoom.		
Bridge 47, Skookumchuck River, between Bucoda and Wabash.		
Chehalis on West Coast Mills track, six axle engines .	Not Permitted	
Cars heavier than the following not permitted without authority of Superintendent:		
40 feet or less in length. . . . .	220,000 lbs.	
Over 40 feet long. . . . .	263,000 lbs.	
Over 52.5 feet long . . . . .	315,000 lbs.	

3. **Train Register Exceptions—**  
 Seattle—Stacy Street Yard Office.  
 South Portal freight trains register by ticket.  
 Auburn—Yard Office, for freight trains originating or terminating. Register will also show arrival and departure of first class trains.  
 Tacoma—Head of Bay Yard Office for extra trains that originate or terminate.  
 Reservation, UP Jct. and Centralia trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Seattle, trains from Stacy Street yard secure clearance at Spokane Street tower; trains from Second Avenue yard at South Portal tower.  
 Black River Tower, Rule 83(B) does not apply, trains from Eleventh Subdivision must secure verbal authority from train dispatcher at Tacoma before entering Third Subdivision.  
 Trains between Vancouver Jct. and Vancouver will operate on Pacific Division clearance and train orders.  
 Rule 83(B) does not apply at Vancouver Jct. Trains will proceed on authority of clearance under which they arrive.  
 Between Puyallup and Sumner and between Thomas and Argo, trains and engines must not enter the main track without permission of the train dispatcher. When authorized by the train dispatcher, movements may be made between stations within these limits in accordance with Rule 93.  
 Meeker, Rule 83(B) does not apply. Trains originating must secure verbal authority from train dispatcher before entering Third Subdivision main track.  
 Tacoma, St. Clair, Tenino Jct., Nisqually, and Chehalis Jct., Rule 83(B) does not apply.  
 East Olympia, Union Pacific trains and engines must secure verbal authority from train dispatcher before entering Third Subdivision main track.  
 At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.
5. **Interlockers and Drawbridges not Indicated at Station—**  
 On West Seattle Line:  
 Drawbridge 36.8  
 Between Black River and Argo:  
 CMStP&P crossing  
 Tacoma:  
 Between 21st Street and Union Depot  
 Between Halfmoon Yard and Pacific Avenue  
 Between Union Depot and Eleventh Street  
 Between Titlow and Steilacoom:  
 Drawbridge 14
6. **Railroad Crossings not Indicated at Stations—**  
 Colorado Avenue Line:  
 Atlantic Street UP-CMStP&P  
 Duwamish Avenue CMStP&P  
 Diagonal Wye, Tail Track CMStP&P  
 West Seattle Line:  
 East Marginal Way, joint track crossing  
 Tacoma:  
 Between Reservation and east 15th Street—UP  
 Running track to new Muni Yard—CMStP&P
7. **At Black River Interlocking—**Trains entering the interlocking to back in on east leg of wye, or working interchange tracks, or making reverse movement between Black River station and interchange track, should notify UP Black River operator by phone, so that arrangements can be made to protect movement.
8. **Yard Limits—**Tracks between yard limit sign west of Kent, MP 18.5, and east of Interbay operated as one yard.  
 Tracks between yard limit signs east of Sumner and west of

Puyallup operated as one yard.

Tracks between yard limit signs east of Reservation and west of McCarver Street, and South Tacoma operated as one yard also tracks between Rye and Vancouver Jct.

9. At Seattle—

All trains and engines using westward or eastward main tracks between the west switch of the diagonal wye and King Street station move at reduced speed. Extra trains, or engines, may use main track with current of traffic within these limits on the time of delayed first class trains without train order authority, but must be prepared to protect immediately. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on main track before entering yard track.

At King Street station, switch tender on duty from 10:00 A.M. to 6:00 P.M. daily. When switch tender not on duty, a member of the crew of all trains and engines using main tracks between Holgate Street and South Portal, including depot tracks, must line switches for the route to be used. Switches must be restored to the proper position after each use. When switch tender not on duty, eastward extra trains via King Street tunnel must call operator at North Portal on radio for instructions before passing Holgate Street.

Train, yard and engine movements between freight yard and Fifth Avenue tracks will be made via UP main track Oregon Street connection and their timetables and Special Instructions will govern.

Trains on west Seattle Line making movements across Spokane Street will actuate the crossing signals on approach to Spokane Street. Westward trains stopping north of the north traffic lane and eastward trains stopping south of the south traffic lane will hold the crossing signals at the "STOP" position. Crossing protection "Stop and Start" push buttons are located just south of Spokane Street on west Seattle Line and are to be used by train crews to stop and start the crossing protection as required by switching moves.

10. Between Argo and Spokane Street Tower—

Through trackage between these points is designated as follows:

Colorado Avenue Line . . . . .	Track 1
Eleventh Subdivision eastward track . . . . .	Track 2
Eleventh westward track . . . . .	Track 3

Before permitting movement between Argo and Spokane Street tower on these tracks control operators will confer with each other to insure track is clear of opposing trains or engine movements.

When practicable, Track 1 will be used for eastward through train and engine movements, and Track 2 will be used for westward through train and engine movements.

11. Spokane Street Tower, following whistle signals to be used for interlocking routes:

To or from Argo via Track 2 . . . . .	3 long
To or from Argo via Track 1 . . . . .	2 long
From West Seattle . . . . .	1 long, 1 short
To West Seattle Line . . . . .	1 long, 1 short
To Interchange from Track 1 . . . . .	2 long, 1 short
To Interchange from Tracks 2 or 3 . . . . .	1 short, 1 long, 1 short
From Interchange to Track 1 . . . . .	1 long, 2 short, 1 long
From Interchange to Track 2 . . . . .	1 long, 3 short, 1 long
From Interchange to Track 3 . . . . .	1 long, 4 short, 1 long

12. Argo—

Approach signal to Eleventh Subdivision is placed on left hand side of Track 3, located 3000 feet east of Argo.

Westward trains entering Eleventh Subdivision from Track 1, stop on Track 1 at crossover and phone control operator at Argo notifying him of route desired.

The following whistle signals will be used for interlocking routes:

Track 1 . . . . .	1 long, 1 short, 1 long
Eastward from Track 1 through crossover to Track 2 . . . . .	1 long, 1 short
Eastward from Track 1 to Argo Yard Lead . . . . .	2 long
Westward to Eleventh Subdivision . . . . .	1 long
Westward from Track 2 to Track 1 . . . . .	1 long, 1 short, 1 long
Shore Line . . . . .	2 short, 1 long
Westward to eastward main track through crossover . . . . .	4 short
Westward main track to coal spur . . . . .	4 short

Switch at east end of crossover just east of Argo and switch on eastward main track leading to Oregon Street Transfer are electrically locked. To operate call interlocking operator for instructions.

13. Kent, city ordinance prohibits switching operations over East Valley Highway near 212th Street between 6:30 A.M. and 9:00 A.M. and 3:00 P.M. and 6:00 P.M.; the storage of cars; the stopping of cars during switching operations; the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

14. Auburn—

All eastward trains waiting for trains operating to and from the Fourth Subdivision, and all trains doing station work at Auburn, must stop clear of the H&R crossover at the east end of Auburn yard in order to avoid blocking switch crews using this crossover.

Highway signals at Main Street crossing are not connected with team track lead and operate only with train movements on main tracks.

15. Tacoma—

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

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

1. East 11th and Canal Streets
2. East 11th Street and St. Paul Lumber Mill
3. Puyallup Avenue and east K Street

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

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

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

Grade crossings other than those listed above may not be blocked in excess of 10 consecutive minutes.

No switching operations are permitted on or across Puyallup Avenue and East 11th Street between 6:30 A.M. and 8:30 A.M. and between 3:30 P.M. and 6:00 P.M. except on Saturdays, Sundays and legal holidays.

16. UP Jct.—

Following whistle signals to be used for interlocking routes:

Eastward trains, eastward track . . . . .	1 long
Union station . . . . .	2 longs
To UP Yard . . . . .	3 longs
Eastward trains from South Tacoma Line:	
To Half Moon Yard . . . . .	1 short, 1 long

17. Cascade Spur, normal position of switch leading from set out track to Cascade Paper tracks is for paper tracks and must be left in this position to serve as derail.

18. Nisqually, Trains from Fifth Subdivision must not enter Third Subdivision until authority is received from train dispatcher.

Extra trains from Fifth Subdivision may run as extra trains with the current of traffic Nisqually to Centralia or to Tacoma without train order authority.

19. St. Clair, Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from train dispatcher and may run as eastward extra train with the current of traffic St. Clair to Tacoma without train order authority.
20. Two main tracks are in service in CTC district between Wabash and Vancouver Jct., and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver Street and Titlow.
  - No. 1 Main Track is the right hand track moving westward.
  - No. 2 Main Track is the right hand track moving eastward.
21. 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 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.

## PACIFIC DIVISION

(Yakima to Auburn)

### FOURTH SUBDIVISION

1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Yakima and Auburn. . . . .	75 MPH.	
Yakima and MP 16 . . . . .	70 MPH.	
Easton and Cabin Creek . . . . .	60 MPH.	
Cabin Creek and Martin . . . . .	30 MPH.	20 MPH.
Descending against the current of traffic	25 MPH.	20 MPH.
Through Stampede Tunnel No. 3 . . . . .	30 MPH.	30 MPH.
Stampede Tunnel No. 3 and Lester. . . . .	30 MPH.	20 MPH.
Lester and MP 82 (Kanaskat). . . . .	60 MPH.	
MP 82 and MP 102 (East of Auburn). . . . .	70 MPH.	
MP 102 and MP 103 (East Auburn). . . . .	60 MPH.	
Ellensburg—Within corporate limits. . . . .	50 MPH.	35 MPH.
Selah—Within corporate limits . . . . .	40 MPH.	40 MPH.
Lester—Movements over Loop Track. . . . .		5 MPH.
Cle Elum over crossing west of Depot . . . . .	25 MPH.	25 MPH.
Trains or engines through No. 16 turn-outs at following locations: . . . . .	30 MPH.	30 MPH.
Easton, end of double track.		
2. Bridge, Engine and Heavy Car Restrictions—
  - U25C, U28C, U33C, and SD45 series locomotives not permitted on Loop Track at Lester, Y Track at Easton and Ellensburg.
  - Rotary No's. 45 and 42 not permitted on Loop Track Lester.
  - Cars heavier than the following not permitted without authority of Superintendent:
    - 40 feet or less in length. . . . . 220,000 lbs.
    - Over 40 feet long. . . . . 263,000 lbs.
    - Over 52.5 feet long . . . . . 315,000 lbs.

3. Train Register Exceptions—
  - Auburn Yard—For freight trains originating and terminating.
    - At Auburn first class trains register by ticket.
    - At Palmer Jct. and Lester, trains will register when instructed to do so by train order.
    - At Ellensburg—Register in passenger station to be used by crews originating or terminating.
4. Clearance Provisions and Exceptions Rule 83(B)—
  - At Ellensburg, first class trains must secure clearance.
  - At Palmer Jct., Rule 83(B) does not apply.
5. Dual Control Switch—At Easton, switch at end of double track, normal position for westward track, controlled by operator, Easton.
6. Between Stampede and Martin—
  - CTC is controlled by operator, Easton under jurisdiction of dispatcher, Tacoma.
  - Employees must not enter tunnels between Martin and Stampede unless authorized by the control operator. Before authorizing occupancy of the tunnels, the control operator must reverse and block the tunnel lever in the control machine and specify the time limit authority. After tunnels have been cleared, employee to whom authority was granted must promptly advise control operator, who must then restore the tunnel lever in control machine to normal position.
  - A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the control operator at Easton must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.
  - Sam spur track switch located 900 feet west of MP 49 at Stampede is equipped with an electric lock and release of lock is controlled by control operator at Easton.
7. Sidings—
  - Cle Elum—No. 1 track between crossover opposite passenger station and first crossover east is eastward siding. Track between crossover west of county road crossing to extreme west switch, on north side, is westward siding.
  - Ellensburg—No. 1 track in east yard (east of Fifth Street) will be used as westward siding, and No. 1 track in west yard (west of Fifth Street) will be used as eastward siding. The normal position of switches of connecting track between west No. 1 and east No. 1 tracks is for the connecting track and must be left in normal position after being used.
  - Pomona—North siding is eastward, south siding is westward.
8. Mountain Grade Operation—
  - Air brake and train handling rules for mountain grade operation apply on mountain grade between Lester and Stampede. Ruling grade ascending east 2.2% and between Martin and Easton ruling grade descending east 2.2%.
9. At Auburn—
  - Train and engine movements will be governed by Rules 261 through 264 between the west switch at East Auburn and the junction at Auburn, and between the west switch at East Auburn and Auburn Yard.
  - Westward train and engine movements will be governed by westward block signal at the west switch of East Auburn.
  - Eastward train and engine movements will be governed by eastward block signal located 309 feet east of Fourth Subdivision junction switch.
  - Eastward train and engine movements from Auburn Yard, using either the outbound or inbound tracks to the Fourth Subdivision main track, will be governed by eastward dwarf signal west of the

junction switch. To get proceed indication at this signal a member of the crew must press circuit button located in box on top of signal. Train or engine must be within track signal circuit which commences 115 feet west of the dwarf signal.

Normal position of switch from inbound track to outbound Fourth Subdivision track is lined and locked for outbound track.

At Auburn, eastward trains or engines on Third Subdivision main track, awaiting arrival or departure of trains to or from Fourth Subdivision, must remain west of governing signal located on eastward main track about 500 feet west of Fourth Subdivision junction switch.

Trains or engines from Fourth Subdivision will not pass governing signal located 309 feet east of Fourth Subdivision junction switch in STOP position except under protection of flag against first class trains.

Westward Third Subdivision trains or engines, using main track crossover to Fourth Subdivision, will not pass governing signal located immediately east of main track crossover in STOP position except under protection of flag against first class trains. If signal indicates proceed, flag protection will not be required.

At Auburn, Third Subdivision instructions govern.

10. Between Kanaskat and Lester all toilets in trains must be kept locked and employees must not throw off refuse or articles which might become unsanitary. Supply of cards warning passengers that train is operating through Green River watershed is kept in locker in each end of coaches. Before locking toilet doors trainmen will display warning cards on the doors sufficiently in advance to notify passengers of this requirement.
11. At Easton—Normal position of switch leading from east end of west No. 2 track to eastward main track is for west No. 2 track and must be left lined for No. 2 track when not in use.
12. At Cle Elum—Trains from the Thirteenth Subdivision must not enter the Fourth Subdivision until authority is received from the train dispatcher.
13. At Yakima—Portland Division Instructions Govern.
14. Handling 80 Foot or Longer Cars—  
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

**Between Easton and Lester—**

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

**PACIFIC DIVISION**

(UP Jct. to Tenino Jct.)

**FIFTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
UP Jct. and Lakeview . . . . .	30 MPH.
Lakeview and Tenino Jct. . . . .	40 MPH.
Lakeview and Nisqually . . . . .	30 MPH.
At Tacoma—	
Between Commerce Street and 15th Street. . . . .	6 MPH.

Between Wilkeson Street and Commerce Street on descending grade . . . . .	15 MPH.
Between South Tacoma and Tacoma—Westward track between 700 feet east of MP 2 and 1250 feet west of MP 2. . . . .	10 MPH.
Over Pine Street . . . . .	25 MPH.
Over 35th Street . . . . .	20 MPH.
At South Tacoma, entering double track . . . . .	15 MPH.
At McChord Field and Mobase—On Government tracks . . . . .	10 MPH.
Bridge 22.1 between Roy and Yelm, trains handling logs. . . . .	10 MPH.
At Roy, over street crossings . . . . .	25 MPH.
At DuPont, within corporate limits. . . . .	20 MPH.
At Fort Lewis, over Dupont highway public crossing 2500 feet west of MP 7. . . . .	5 MPH.
On DuPont spur, and all tracks within DuPont plant . . . . .	15 MPH.

Between Lakeview and Nisqually advance-warning signs are located 1500 feet in advance of the reduce speed signs.

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

At McChord Field, Engines must not go beyond derail of McChord Field track connections.

250-ton wrecking cranes not permitted on DuPont spur at Fort Lewis.

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

40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet long. . . . .	263,000 lbs.
Over 52.5 feet long . . . . .	315,000 lbs.

**3. Train Register Exceptions—**

At UP Jct. trains register by ticket.

At Fort Lewis and Lakeview, trains will register when instructed to do so by train order.

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

At Nisqually and Tenino Jct., Rule 83(B) does not apply.

**5. Yard Limits—Tracks between yard limit signs east of Reservation and west of McCarver Street and South Tacoma operated as one yard.**

Trackage between the yard limit signs east of Lakeview and west of Tillicum will be operated as one yard.

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

Fort Lewis, DuPont Powder works 4 narrow gauge railroad crossings protected by gates with reflectorized stop signals.

**7. Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation between 15th Street Tacoma, and 2½ miles west. Ruling grade descending east 2.2%.

**8. Between UP Jct. and South Tacoma, all trains and engines will use westward track between double track switch, 17th Street 3775 feet east of MP 2 and crossover Wilkeson Street, 925 feet west of MP 3. Eastward movements between these points must be authorized by the operator, UP Jct., after ascertaining there are no conflicting movements.**

**9. At South Tacoma—Normal position of double track switch is for eastward track. 42nd and 51st Street crossings must not be blocked over ten minutes.**

**10. At Lakeview—Normal position of junction switch is for South Tacoma-Tenino Jct. line.**

**11. At Mobase—Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks.**

Gate into Mount Rainier Army Depot will be kept locked at all times with switch lock.

12. The Army has gun emplacements in the area east of track between Roy and Hillhurst, the firing to be over main track.

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

950 feet west of MP 15	3000 feet west of MP 17
MP 17	4300 feet west of MP 19

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

13. Between Lakeview and Fort Lewis—

At following locations, if crossing indicator lights are not flashing, all trains will stop and flag over such crossing:

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

14. At Fort Lewis and North Fort Lewis—

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

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

Derail located 150 feet from switch entering DuPont Power Company spur.

Entrance to DuPont Powder Company plant protected by gate across the spur near Cap Magazine. No cars will be disturbed inside of gate until foreman consulted and permission obtained.

15. Handling 80 Foot or Longer Cars—

(See All Subdivision Special Instructions.)

## PACIFIC DIVISION

(Saint Clair to Gate)

### SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Saint Clair and Belmore . . . . .	35 MPH.
Belmore and Gate . . . . .	40 MPH.
At Olympia through tunnel, speed must be controlled so that train can be stopped on emerging from tunnel.	
Eastward trains between east end of the curve at east end of tunnel and east city limits . . . . .	20 MPH.
All other trains within corporate limits . . . . .	10 MPH.
Advance-warning signs are located 1500 feet in advance of the reduce speed signs.	

2. Bridge, Engine and Heavy Car Restrictions—

250-ton wrecking cranes not permitted over Bridge 9.1, Tumwater Branch, at Olympia.

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

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—  
At Saint Clair, Rule 83(B) does not apply.

5. At Olympia—

Movements through Tunnel District are governed by color light type automatic signals as follows:

Westward signal 8.7 located 1750 feet east of MP 9.

Westward signal 9.3 located 275 feet east of tunnel.

Eastward signal 9.4 located 275 feet west of tunnel.

Eastward signal located between main track and siding, 275 feet west of tunnel, normal indication stop, governs eastward movements from siding to main track. Switch of siding must be lined for main track before signal will indicate proceed. Before opening switch of siding, eastward trains or engines from siding must have proceed indication from signal 9.4.

Trains or engines from Jefferson Street Line, in addition to having proceed indication from signal 9.3 before opening main track switch, must comply with the provisions of Rule 513.

Westward trains finding signal 9.3 and eastward trains finding signal 9.4 or eastward signal located between main track and siding in stop position may proceed through tunnel only under protection of flag.

Connection leading from Jefferson Street spur to UP scale track, at Eighth Street, just east of tunnel, has no clearance with the UP siding for a distance of 150 feet from a point 195 feet from switch connection on Jefferson Street spur. Trains or yard engines moving to or from Jefferson Street spur and UP scale track must protect themselves and make certain that no UP trains are moving on either their main track or siding while movement is being made either to or from scale track.

- a. No car or cars are to be kicked or dropped over any street grade crossing, or along any tracks extending along any streets or immediately adjacent to any streets.
- b. All switch movements over crossings, unless protected by automatic signal devices, must be protected by flagmen, except when engine precedes cars over crossing, in which case no flagmen necessary, but engine must stop before entering crossing.
- c. No engine, railroad car or cars may be left unattended on any main track having a grade of 1% or more.
- d. No street or street crossing may be blocked to vehicular traffic for more than 5 minutes at any time.
- e. Not more than 3 consecutive street intersections may be blocked by any moving train at any given time.
- f. No more than 2 consecutive street intersections may be blocked by any standing train at any time.
- g. No switch move may exceed a speed of 5 MPH at any intersection within the city of Olympia.
- h. When switching movements across grade crossing have been completed and the crossing cleared, reverse movement across such crossing may not be made until all accumulated vehicular traffic at the crossing shall have cleared the intersection.
- i. Switch movements of engine and 5 cars only may be moved across the following crossings between the hours of 7:30 a.m. and 8:15 a.m., 11:50 a.m. and 12:20 p.m., 12:40 p.m. and 1:05 p.m., 3:25 p.m. and 3:45 p.m., and between 4:50 p.m. and 5:30 p.m.:  

East Union Avenue	East State Avenue
Legion Way	Columbia Street at West Seventh
East Fourth Avenue	
- j. No public road or street crossing may be blocked to vehicular traffic by any standing engine, car or train during the hours prescribed in paragraph i above.
- k. No car may be left standing on any track within 25 feet of a street right-of-way line, except on spurs or sidings serving industries.

- 6. Lacey, city ordinance prohibits blocking grade crossings in excess of five consecutive minutes.
- 7. Handling 80 Foot or Longer Cars—  
(See All Subdivision Special Instructions.)

**PACIFIC DIVISION**  
(Snohomish Jct. to Renton)

**SEVENTH SUBDIVISION**

- 1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Renton and Scopa . . . . .	10 MPH.
Scopa and Woodinville . . . . .	20 MPH.
Woodinville and Snohomish Jct. . . . .	25 MPH.

 Advance-warning signs are located 1500 feet in advance of the reduce speed signs.
- 2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:
 

40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet long. . . . .	263,000 lbs.
- 3. Train Register Exceptions—  
At Bromart, trains will register when instructed to do so by train order.
- 4. Clearance Provisions and Exceptions Rule 83(B)—  
At Snohomish Jct. and Renton, Rule 83(B) does not apply.
- 5. Yard Limits—  
Tracks between yard limits east of Scopa and west of Renton operated as one yard.
- 6. Renton city ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, will not leave Scopa until authorized by operator, Renton.
- 7. At Bellevue—Do not leave cars between main track and gate at Safeway spur account descending track.  
No switching on or across N.E. 8th between the hour of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. except on Sundays and legal holidays.
- 8. At Woodinville—Normal position of junction switch is for Seventh Subdivision.  
At Bromart—Normal position of junction switch is from Seventh toward First Subdivision.
- 9. Handling 80 Foot or Longer Cars—  
(See All Subdivision Special Instructions.)

**PACIFIC DIVISION**  
(Woodinville to Issaquah)  
(Snoqualmie Falls to Tanner)

**EIGHTH SUBDIVISION**

- 1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Woodinville and Issaquah . . . . .	25 MPH.
Snoqualmie Falls and Tanner. . . . .	15 MPH.
Near Issaquah, over public crossing 1062 feet east of MP 18. . . . .	10 MPH.
At Issaquah, within corporate limits . . . . .	15 MPH.

 Advance-warning signs are located 1500 feet in advance of the reduce speed signs.
- 2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:
 

40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet long. . . . .	263,000 lbs.
- 3. Train Register Exceptions—None.
- 4. Clearance Provisions and Exceptions Rule 83(B)—  
At Tanner, Rule 83(B) does not apply.
- 5. Trackage between MP 19, Issaquah and MP 31.5, Snoqualmie Falls, is out of service.
- 6. Unless otherwise instructed, protection against following trains, as required by Rule 99 is not necessary.

**PACIFIC DIVISION**  
(Darrington to Kruse Jct.)

**NINTH SUBDIVISION**

- 1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Kruse Jct. to Darrington . . . . .	25 MPH.
Trains handling logs over Bridges 2, 7, 10, 11, 18 and 22.1 . . . . .	5 MPH.
U25C, U28C, U33C, SD45 series locomotives, 150-ton wrecking cranes over Bridge 10 . . . . .	10 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 61.1 . . . . .	10 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—  
250-ton wrecking cranes. . . . . Not Permitted  
Over Bridge 10, cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs.  
Cars heavier than the following not permitted without authority of Superintendent:
 

40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet long. . . . .	263,000 lbs.
- 3. Train Register Exceptions—None.
- 4. Clearance Provisions and Exceptions Rule 83(B)—  
At Kruse Jct., Rule 83(B) does not apply.
- 5. Unless otherwise instructed, protection against following trains, per Rule 99, is not necessary.

**PACIFIC DIVISION**

(Concrete to Anacortes)

**TENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Anacortes and Sedro Woolley . . . . .	35 MPH.
Sedro Woolley and Concrete . . . . .	25 MPH.
Bridge 12, Whitney . . . . .	10 MPH.
Burlington, over ladder tracks between Second and Tenth Subdivisions . . . . .	10 MPH.
Sedro Woolley, connecting track to Fourteenth Subdivision . . . . .	5 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 85 . . . . .	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.
3. **Train Register Exceptions—**  
Burlington, register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Sedro Woolley, Rule 83(B) does not apply.
5. **Interlockings and Drawbridges not Indicated at Station—**  
Drawbridge 12—One mile west of Whitney.
6. **At Whitney—**All train, engine and switching movements on the siding crossing the LaConner to Whitney Road must be protected by a man on the ground at the crossing.
7. **At Sedro-Woolley—**Normal position of the junction switch will be from the Fourteenth to the Tenth Subdivision.

**PACIFIC DIVISION**

(Argo to Black Diamond)

**ELEVENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
	Freight
Argo and Maple Valley . . . . .	25 MPH.
Renton, over all street crossings . . . . .	10 MPH.
All street crossings in corporate limits of Seattle . . . . .	20 MPH.
Between absolute signals of interlockings at Argo and Black River Tower . . . . .	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet long. . . . . 263,000 lbs.

3. **Train Register Exceptions—**  
Black River, Renton, and Maple Valley—Trains may register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Renton, Rule 83(B) does not apply to trains from the Seventh Subdivision.
5. **Black River—**Trains from the Third Subdivision must secure verbal authority from the train dispatcher at Maple Valley before entering Eleventh Subdivision.
6. **The following signals are located to the left of the track which they govern:**  
Signals 5.2, 7.2 and 9.0 on eastward track between Argo and Black River.
7. **Spring Switches—**Not equipped with facing point locks.  
Renton, End of double track (normally set for westward track).  
Renton, North Renton Line junction (normally set for Maple Valley line).
8. **The signal governing movements from the North Renton Line will normally display an approach aspect. If this signal displays a stop aspect, a member of the crew must immediately communicate with the train dispatcher in accordance with Rule 509.**
9. **Crossovers on Double Track not Otherwise Indicated in Time Table—**  

Facing Point	Trailing Point
Black River, 2300 feet east of Tower.	Argo, 1500 feet east of Tower.
Black River, 7800 feet east of Tower.	Van Asselt, east end of Milwaukee Yard.
	Black River, Third Subdivision Transfer, west end of yard.
10. **Yard engines and extra trains are not permitted to use main tracks within Seattle yard limits east of Argo Tower except upon train order authority.**
11. **Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes. Westward trains from the Seventh Subdivision between hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, will not leave Scopa until authorized by operator, Renton.**
12. **Account curvature of track, no 60 foot or longer cars are permitted on the Boeing lead or Boeing trackage west of Boeing's private crossing.**
13. **Argo—Third Subdivision Special Instructions Apply.**  
Whistle signals:  
Westward to Spokane Street—One Long.  
Westward for crossover to UP tracks—One Long, One Short, One Long.
14. **Black River—**  
Whistle signals:  
Eleventh Subdivision main tracks—One Long.  
Diverging routes except UP interchange track—One Long, One Short, One Long.  
UP interchange track—One Long, Two Short, One Long.  
Upper arms on train order signal govern movements of trains on Eleventh Subdivision.
15. **Trackage between Maple Valley and Black Diamond is out of service.**

**PACIFIC DIVISION**  
(Palmer Jct. to Meeker)  
**TWELFTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Palmer Jct. and Meeker . . . . .	25 MPH.
Cascade Jct. and Wilkeson—	
Trains handling wrecking cranes, pile drivers or locomotive cranes . . . . .	10 MPH.
Other trains . . . . .	20 MPH.
Orting and Lake Kapowsin—	
Lake Kapowsin and MP 8 . . . . .	10 MPH.
MP 8 and Orting . . . . .	20 MPH.
Through corporate limits Orting . . . . .	20 MPH.
Trains handling wrecking cranes, pile drivers or locomotive cranes . . . . .	10 MPH.
Bridge 8, Puyallup River . . . . .	10 MPH.
Lake Kapowsin, St. Regis Paper Company spur . . . . .	5 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 200,000 lbs. when coupled in groups two or more.	
Over Bridge 16, Buckley Line . . . . .	20 MPH.

Advance warning signs are located 1500 feet in advance of the reduce speed signs.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 250-ton wrecking cranes, U25C, U28C, U33C and SD45 units.  
 Between Cascade Jct. and Wilkeson . . . . . Not Permitted  
 Orting-Lake Kapowsin Branch . . . . . Not Permitted  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 feet or less in length . . . . . 220,000 lbs.  
 Over 40 feet long . . . . . 263,000 lbs.  
 Heavy cars listed above must be separated from the engine and each other over Orting Branch, Bridge 8, Puyallup River.
3. **Train Register Exceptions—**  
 Palmer Jct., trains will register when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Meeker, Palmer Jct. and Lake Kapowsin, Rule 83(B) does not apply.
5. **Between Enumclaw and Bayne Jct. joint Burlington Northern-CMStP&P tracks are operated by and in accordance with BN Timetable and Special Instructions.**
6. **Mountain Grade Operation—**  
 Air brake and train handling rules for mountain grade operation apply on mountain grade between—  
 1000 feet west of MP 14 west of Buckley and Cascade Jct. ruling grade descending west 1.7%.  
 Wilkeson and Cascade Jct. ruling grade descending west 2.2%.  
 2000 feet east of MP 8 and 1000 feet east of MP 6 between Orting and Lake Kapowsin ruling grade descending west 1.9%.
7. **Derails—**At Wilkeson on main track 1051 feet west of east switch of siding.  
 Lake Kapowsin, on main track 100 feet west of first west switch.  
 Lake Kapowsin on St. Regis spur 3000 feet east of Landing No. 1.
8. **Bayne Jct.—**Normal position of junction switch is for Burlington Northern main track.

9. **Enumclaw—**  
 All movements of engines and cars over highway crossing on track between BN and Weyerhaeuser Company's tracks must be protected by flagman.
10. **Between Wilkeson and Carbonado track is out of service.**
11. **Orting—**Normal position of the junction switch is for the Lake Kapowsin line.
12. **Handling 80 Foot or Longer Cars—**  
 (See All Subdivision Special Instructions.)

**PACIFIC DIVISION**  
(Cle Elum to Ronald)  
**THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Cle Elum and Ronald . . . . .	All Trains 20 MPH
Cle Elum through city limits . . . . .	10 MPH
Roslyn through city limits . . . . .	5 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 feet or less in length . . . . . 220,000 lbs.  
 Over 40 feet long . . . . . 263,000 lbs.
3. **Train Register Exceptions—**  
 None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Cle Elum Rule 83(B) does not apply.
5. **Public Crossing—**On track leading to Mine 9, east of Roslyn trains will stop before passing and trainmen protect movement of cars or engines over crossing.
6. **Mountain Grade Operation—**  
 Air brake and train handling rules for mountain grade operation apply on mountain grade between Cle Elum and 4.2 miles west. Ruling grade descending east 2.2%.
7. **Unless otherwise instructed, protection against following trains, as required by Rule 99, is not necessary.**
8. **Handling 80 Foot or Longer Cars—**  
 (See All Subdivision Special Instructions.)

**PACIFIC DIVISION**  
(Sumas to Sedro Woolley)

**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Sedro Woolley and Wickersham . . . . .	35 MPH.
Wickersham and Sumas . . . . .	49 MPH.





**PACIFIC DIVISION**

(Bangor to Elma)

**SIXTEENTH 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 cranes, pile drivers, or locomotive cranes . . . . .	15 MPH.
Cars under 40 feet 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 feet 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.

**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 feet or less in length. . . . . 220,000 lbs.

Over 40 feet in length. . . . . 263,000 lbs.

**3. Train Register Exceptions—**

None.

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

None.

**5. Railroad Crossings not Indicated at Station—**

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

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

**8. 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.

9. McCleary Jct.—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—**

All 80 foot or longer cars will be handled on rear of train.

**PACIFIC DIVISION**

(Chehalis Jct. to South Bend)

**SEVENTEENTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Chehalis Jct. and South Bend. . . . .	40 MPH.
Cars over 40 feet long weighing between 220,000 lbs. and 263,000 lbs.:	
Over Bridges 0, 2, 5, and 37. . . . .	10 MPH.
Cars under 40 feet 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 and six axle engines . . . . . Not Permitted

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

40 feet or less in length. . . . . 220,000 lbs.

Over 40 feet in length. . . . . 263,000 lbs.

**3. Train Register Exceptions—**

Pe Ell and Millburn for CW trains.

Other trains will register when directed by train order to do so.

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

Chehalis Jct. and Milburn, Rule 83(B) does not apply.

**5. Automatic Interlocking and Drawbridges not Indicated at Station—**

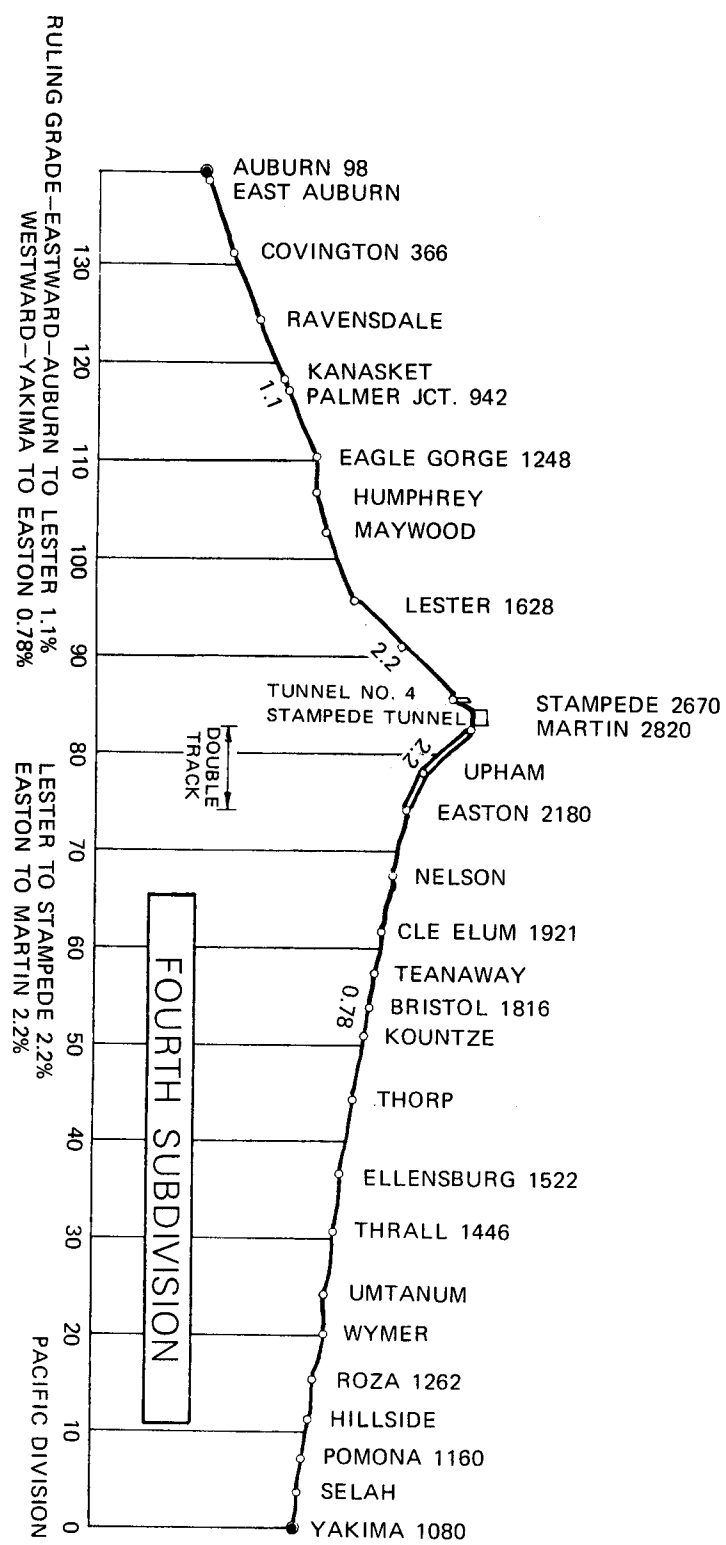
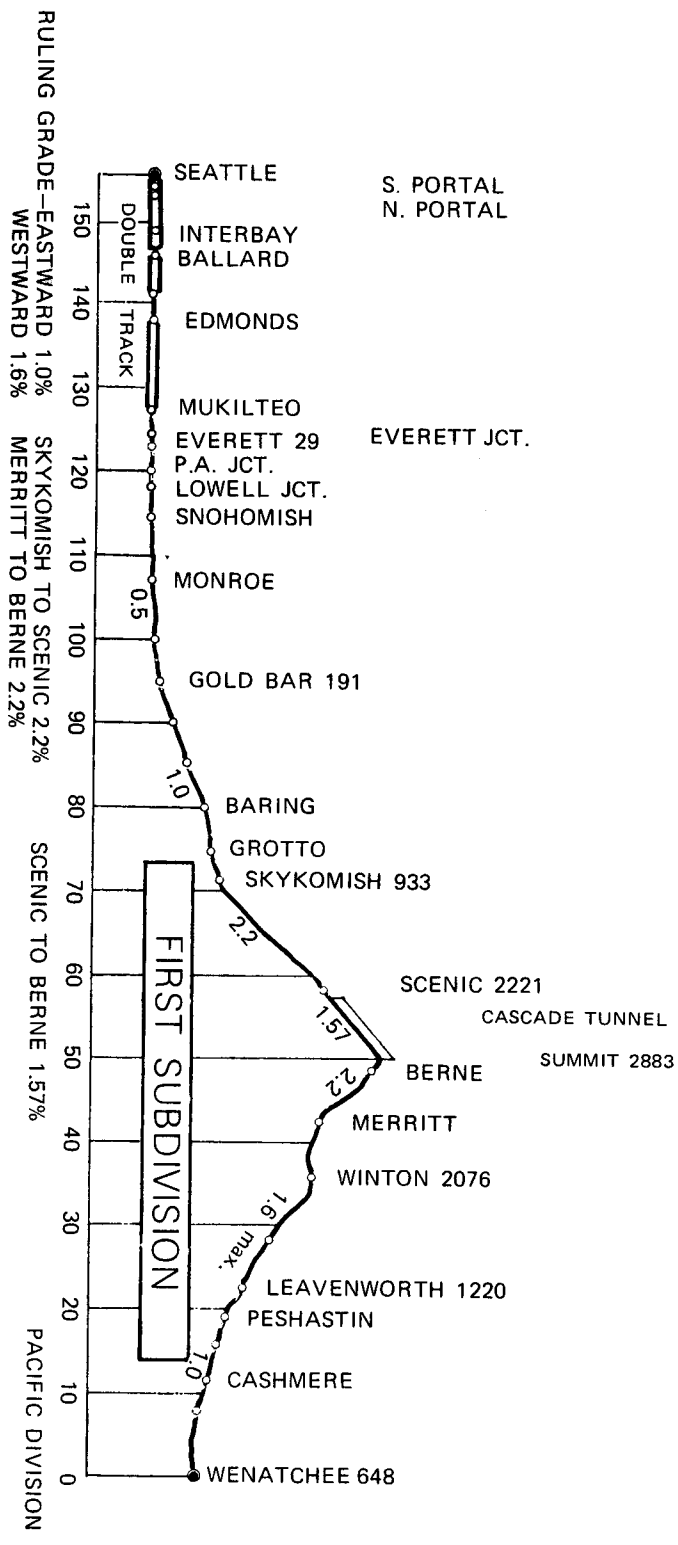
Between Chehalis Jct. and Adna—CW crossing.

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

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

**7. Handling 80 Foot or Longer Cars—**

All cars 80 foot or longer must be handled on rear of train.



**PORTLAND DIVISION**  
(Cheney - Yakima)

**FIRST SUBDIVISION**

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	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 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 . . . . .	50 MPH	50 MPH
Hatton . . . . .	50 MPH	50 MPH
Connell . . . . .	45 MPH	45 MPH
Pasco . . . . .	25 MPH	25 MPH
Kennewick. . . . .	35 MPH	35 MPH
Prosser . . . . .	45 MPH	45 MPH
Mabton . . . . .	50 MPH	50 MPH
Toppenish . . . . .	35 MPH	35 MPH
Wapato . . . . .	30 MPH	30 MPH
Yakima—Over Yakima Avenue and B, C, D Streets . . . . .	20 MPH	20 MPH
Trains must not exceed speeds indicated through the following dual control switch turnouts:		
Pasco—		
3650 feet west of MP 140 . . . . .	15 MPH	15 MPH
1600 feet west of MP 142 . . . . .	15 MPH	15 MPH
3800 feet west of MP 142 . . . . .	15 MPH	15 MPH
NX (DEPOT) Interlocking. . . . .	15 MPH	15 MPH
End of double track east end Bridge 1.0 . . . . .	30 MPH	30 MPH
2. Bridge, Engine and Heavy Car Restrictions—		
Cars heavier than the following not permitted without authority of Superintendent:		
40 feet or less in length. . . . .	220,000 lbs.	
Over 40 feet in length. . . . .	263,000 lbs.	
EXCEPT cars over 52.5 feet 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.		
Gibbon and Parker trains will register only when directed by train order to do so.		
Mesa, register only for trains to or from Tenth 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)—  
Mesa, Gibbon and Parker Rule 83(B) does not apply.  
Pasco depot 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. Train order or numbered clearance 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. 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. 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 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.  
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.
11. 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.
12. Automatic Interlockings not Indicated at Stations—  
Parker, UP Crossing 0.5 miles west.

13. 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  
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, Eavan, McLoughlin, Washougal, Skamania, Stevenson and SP&S Jct. . . . . 30 MPH  
Bingen-White Salmon, Cook, North Dalles . . . . . 35 MPH
2. Bridge, Engine and Heavy Car Restrictions—  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length . . . . . 220,000 lbs.  
Over 40 feet in length . . . . . 263,000 lbs.  
EXCEPT cars over 52.5 feet 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.
3. Train Register Exceptions—  
Conductors of run through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.
4. Clearance Provisions and Exceptions Rule 83(B)—  
At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.  
Vancouver Jct. and SP&S Jct.—Rule 83(B) does not apply.  
Trains manned by run through crews from Bend, Oregon to Vancouver, Washington 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 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 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. 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 between the hours of 12:00 noon and 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 Corporation: new spur, converting spur, mill spur and warehouse spur No. 3.

8. 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. 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.

**PORTLAND DIVISION**  
(Vancouver Jct. - Portland)

**THIRD SUBDIVISION**

1. Speed Restrictions— Maximum Speeds Permitted  
Zone—Between Passenger Freight  
Vancouver and Vancouver Jct. except as indicated below . . . . . 75 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 and 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 . . . . . 40 MPH 35 MPH  
Columbia River Bridge Interlocking to 2nd Subdivision, North Portland Interlocking, Willbridge Interlocking . . . . . 15 MPH 15 MPH  
Vancouver, over 39th Street crossing . . . . . 40 MPH 40 MPH

On Willbridge Wye track . . . . .	15 MPH	15 MPH
Portland on PTRR Co. tracks including yard tracks at Lake Yard . . . . .	15 MPH	8 MPH
Between Vancouver and Portland against the current of traffic . . . . .	59 MPH	49 MPH

2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length . . . . . 220,000 lbs.  
Over 40 feet in length . . . . . 263,000 lbs.  
EXCEPT cars over 52.5 feet long . . . . . 315,000 lbs.

3. **Train Register Exceptions—**  
Vancouver through trains register by register ticket.

4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Trains between Vancouver Jct. and Vancouver will operate on Pacific Division clearance and train orders.  
Rule 83B does not apply at Vancouver Jct. trains will proceed on authority of clearance under which they arrive.  
Vancouver all trains secure clearance. Clearance issued at Albany Yard will apply at Willbridge.  
Between Portland and Vancouver Train order or Rule 97(A) authority is not required for movement of extra trains and yard engines moving with the current of traffic. Such movements may be made after receiving clearance per Rule 83(B). Trains and yard engines 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 must receive clearance or verbal permission before returning to home terminal. Yard engines must clear first class trains as prescribed by Rule 93.

**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 Willbridge to Vancouver without train order authority.

5. **Between Vancouver and Vancouver Jct.—**Main 1 is the right hand track moving from Vancouver Jct. to Vancouver.  
Main 2 is the right hand track moving from Vancouver to Vancouver Jct.

6. **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 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:

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

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.

At intersections of 22nd Avenue and Thurman Street, 22nd Avenue and Vaughan Street, and 29th Avenue and Nicolai Street control of traffic signals has been changed to operate as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

7. **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. **Oregon Slough Drawbridge—**Normally unattended.  
If signal displays Stop, trainmen will make certain bridge is unattended and trail will then be governed by Rule 608.

9. **Interlockings and Drawbridges Not Indicated at Station—**  
Columbia River, MP 9.6 Interlocked.  
Oregon Slough, MP 8.8 Interlocked.  
Willamette River, MP 5.1 Interlocked.

10. **Yard Limit rules** are in effect between Rye and Vancouver Jct.

**PORTLAND DIVISION**  
(Wishram - Bend)

**FOURTH SUBDIVISION**

1. <b>Speed Restrictions—</b>	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.
Culver over C Street crossing . . . . .	35 MPH.
Prineville Jct. over O'Neil highway crossing . . . . .	50 MPH.
Redmond MP 133 to Antler Street . . . . .	50 MPH.
Between Antler Street and H Street . . . . .	35 MPH.
Between H Street and MP 136 . . . . .	50 MPH.
Bend—	
On main track between MP 150 and Revere Street . . . . .	50 MPH.
On main track between Revere Street and MP 152 . . . . .	25 MPH.
On other tracks over all crossings . . . . .	10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**  
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 feet or less in length . . . . . 220,000 lbs.  
Over 40 feet in length . . . . . 263,000 lbs.  
EXCEPT cars over 52.5 long . . . . . 315,000 lbs.

3. **Train Register Exceptions—**  
Conductors of run through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.

4. **Clearance Provisions and Exceptions Rule 83(B)—**  
O.T. Jct. westward Union Pacific trains to the Fourth Subdivision must secure BN clearance at The Dalles.

6. **Between United Jct. and Willbridge**—Train order or Rule 97(A) authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.
7. **Interlockings and Drawbridges not Indicated at Station**—  
Clatskanie River, MP 62.7.  
Blind Slough, MP 84.8.  
John Day River, MP 94.8.  
Young's Bay, MP 102.6.  
Skipanon Creek, MP 105.5.
8. **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. **United Jct.**—Spring switch not equipped with facing point lock, normal position for Eighth Subdivision.

**PORTLAND DIVISION**  
(United Jct. - Eugene)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions**—
 

Zone—Between	Maximum Speeds Permitted
United Jct., Bowers Jct., 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.
Tualatin over Tualatin-Sherwood highway . . . . .	25 MPH.
Greton and Beburg on SPT Co. tracks . . . . .	20 MPH.
Salem passing Boise Cascade Inc. . . . .	5 MPH.
Through Norris Paint Company . . . . .	15 MPH.
Over Garfield Street and to end of track Eugene . . . . .	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—  
250-ton wrecking cranes and six axle engines . . . . . Not Permitted  
Cars weighing between 240,000 lbs. and 263,000 lbs. permitted only when preceded and followed by an empty car. Cars in excess of 263,000 lbs. not permitted.  
EXCEPT between Wilsonville and Salem cars 35 feet or over in length . . . . . 240,000 lbs.  
Under 35 feet . . . . . 200,000 lbs.  
Under SPT overpass Bridge 97.6 at Albany, cars 15 feet, 6 inches ATR but not exceeding 15 feet 8 inches ATR must be walked under this overpass. Cars exceeding 15 feet 8 inches 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)**—  
At United Jct. Rule 83(B) does not apply.
5. **Spring Switches Not Equipped With Facing Point Lock**—  
United Jct., normal position for Eighth Subdivision.  
Bowers Jct., normal position for Eighth Subdivision.
6. 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.

7. **Railroad Crossings not Indicated at Station**—  
SPT at Hillsboro . . . . . MP 26.3
8. **SPT Absolute-Permissive Block Rules 740, 741, 742 and 744 Govern Operations over SPT Track between Greton and Beburg**—  
Telephone in booth at Beburg and Greton connected with both BN and SPT dispatcher's offices by means of two-way switch.
9. **Beaverton to Greton**—Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, MP 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.
10. **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.
11. **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.
12. **Bush**—Before train or engine occupy Industrial Way Crossing, industrial spur serving Hancock Lumber Co., it will be necessary for a crew member to protect crossing.
13. **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. **Junction City**—Account short approach circuit to crossing approach Sixth Street crossing not to exceed 10 MPH until it is known gates are down.
15. **Handling 80 Foot or Longer Cars**—  
(See Handling 80 Foot or Longer Cars, All Subdivisions.)  
**Between United Jct. and Tunnel Spur**—  
Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.  
  
Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.  
  
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)







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 foot car, over Bridge 4 between Brace and Gleed . . . . . 8 MPH

2. **Bridge, Engines 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 feet 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 feet 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 feet 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. **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—**  
 Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
8. Unless otherwise provided, protection against following trains as required by Rule 99 is not necessary.

**PORTLAND DIVISION**  
 (Yakima - Moxee City)

**THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

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

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 not permitted.  
 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 feet or less in length. . . . . 220,000 lbs.  
 Over 40 feet 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. **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. **Terrace Heights—**Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.
7. **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 Rule 99, is not necessary.

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

**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan . . . . .	40 MPH.
Harrah, within corporate limits . . . . .	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 feet or less in length. . . . . 220,000 lbs.  
 Over 40 feet in length. . . . . 263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **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 Rule 99 is not necessary.
7. Advance-warning signs are located 1500 feet in advance of reduce speed signs.

**PORTLAND DIVISION**

(Gibbon - Parker)

**FIFTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Gibbon and Parker . . . . .	40 MPH.
Over public crossings within corporate limits:	
Sunnyside, Granger, Zillah and Grandview . . . . .	30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet in length. . . . . 263,000 lbs.
3. **Train Register Exceptions—**  
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 Station—**  
Yakima River Bridge—MP 79.2.
6. Unless otherwise instructed, protection against following trains as required by Rule 99 is not necessary.

**PORTLAND DIVISION**

(Adrian - Connell)

**SIXTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
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 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet in length. . . . . 263,000 lbs.  
Cars weighing more than 177,000 pounds must be separated from engine with empty car.  
Trains and engines not permitted over Bridge 126 at Adrian except on authority of superintendent.
3. **Train Register Exceptions—**  
Bassett Jct., trains will register when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **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—**  

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
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 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet 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. **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.
6. **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. Train order authority or numbered clearance not required for extra trains.

**PORTLAND DIVISION**

(Ainsworth Jct. - Dayton)

**EIGHTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Attalia . . . . .	40 MPH.
Attalia and MP 21.8 . . . . .	35 MPH.
MP 21.8 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.

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 feet long weighing between 177,000 pounds and 220,000 pounds—  
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 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet 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.

Attalia, trains will register when directed by train order to do so.

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

Ainsworth Jct., Attalia, Eureka and Dayton Rule 83(B) does not apply.

**5. Interlocking not Otherwise Indicated at Station—**

Between Ainsworth Jct. and Burbank—Snake River Bridge 3, draw span interlocked.

**6. Burbank—**

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 Timetable, 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 Rule 99 is not necessary between Attalia and Waitsburg Jct.**

**10. Handling 80 Foot or Longer Cars—**

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

**11. Advance-warning signs are located 1500 feet in advance of reduce speed signs.**

**12. Walla Walla—Train or engines operating over Highway SR 12, at Airport spur, Walla Walla, 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. Speed Restrictions—**

Zones—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.

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 not permitted over Bridge 7.

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

40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet 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 Exceptions—**

Wallula, trains will register by ticket.

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

Attalia and Pendleton Rule 83(B) does not apply.

**5. Wallula, train order signal also governs BN trains.**

**6. Unless otherwise provided, protection against following trains as required by Rule 99 is not necessary between Zangar Junction and UP connection at Pendleton, including Smeltz to Athena.**

**7. Handling 80 Foot or Longer Cars—**

Regardless of tonnage of train all cars 80 foot or longer must be handled on rear of train.

**8. Advance-warning signs are located 1500 feet in advance of reduce speed signs.**

**9. Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation between MP 7 and Apex and Duroc, ruling grade 2.2% ascending westward.

