

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

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**SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS**

**Special  
Instructions  
No. 2**

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

**Pacific Standard Time  
and  
Mountain Standard Time**

**Monday, August 1, 1977**

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

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

**Superintendent  
Spokane Division  
R. O. HAMMERSTROM**

**Superintendent  
Pacific Division  
D. H. BURNS**

**Superintendent  
Portland Division  
J. G. EDWARDS**

Printed in U.S.A.

# ALL SUBDIVISIONS

- 1. Speed Restrictions—** **Maximum Speeds Permitted**
- Passenger trains . . . . . See Subdivision Special Instructions
- Freight trains up to 100 Tons/O.B.\* . . . . . 60 MPH.
- Freight trains over 100 Tons/O.B.\* . . . . . 50 MPH.

\*Tons per operative brake (Tons/O.B.) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise . . . . . 12 MPH.

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

Equipment	Main Line	Branch Line
Ore cars (except CP ore cars) . . . . .	45 MPH.	20 MPH.
CP ore cars (series 370000-377000)		
Loaded . . . . .	30 MPH.	15 MPH.
Empty. . . . .	25 MPH.	15 MPH.
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 subdivision 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.

- Maximum Speed Diesel Units Dead in Tow—**
- Switcher units . . . . . 50 MPH.
- Road switcher and other diesel units . . . . . 65 MPH.

**1A. Control of Harmonic Rocking—**

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision special instructions or bulletin, the following restrictions will apply:

Trains other than unit coal or ore trains or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

**2. Movement of Diesel Units—**

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

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

Diesel units not equipped with alignment control coupler:

- All switcher units  
 Road and road switcher diesel units  
 622- 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

The following units, not equipped with alignment control couplers, are equipped with bolster stops (See item 5A, all subdivisions.):

- 602, 626, 653, 668-702, 712, 720-733, 735, 738-744, 751-758, 761, 766-772, 774-785, 788, 790, 796, 800-819, 824, 825, 827-829, 831-840, 843, 849-853, 986, 987, 989, 991, 1400-1436, 1569-1571, 1573, 1576, 1578, 1580-1584, 1587, 1592, 1593, 1595-1597, 1599, 1600, 1610, 1613-1618, 1620-1622, 1955-1965, 1967, 1971.

No C&S or FW&D units not equipped with alignment control coupler have bolster stops.

**3. Number of Units to be Used on a Train and Handling of Units Dead in Tow—**

The number of locomotive units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating locomotive units on head end of train exceed 18 powered axles, individual subdivision special instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in individual subdivision special instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

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

**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 WO-3
  - Wrecking derricks
  - Pile drivers
  - Locomotive cranes
  - Rotary snowplows, 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 (see item 2) must not be operated in manned helper consists unless equipped with bolster stops.

**Exception**—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 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

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.

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.

When restrictions governing trailing tonnage with head end power are provided by individual subdivision special instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

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

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of trains so equipped.

#### 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 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 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 requirements to move at yard 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 CTO 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.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service hot box detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of hot box detector which failed to detect the hot journal, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

#### Failed Equipment Detector Instructions—

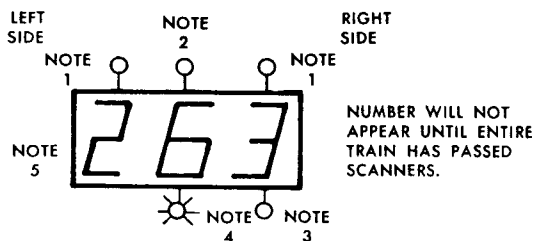
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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 AS VIEWED FROM APPROACHING TRAIN



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

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

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

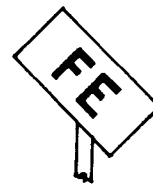
Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

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

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.

#### BLUE SIGNAL PROTECTION OF WORKMEN

##### Definitions—

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

#### **RULE 26**

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

#### **RULE 26(A)**

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

#### **RULE 26(B)**

##### **Engine Servicing Facilities—**

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

#### **RULE 26(C)**

##### **Car Shop or Repair Track Protection—**

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

#### **RULE 26(D)**

##### **Hump Yard Tracks and Tracks with Remotely Controlled Switches—**

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

#### **RULE 93**

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

#### **RULE 99**

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member

dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fuses to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- a) In ABS territory, when rear of train is protected by at least two block signals.
- b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).
- c) When rear of train is within interlocking limits.
- d) When a train order or special instructions provides that flag protection is not required.

Flagman's signals:

Day Signals—A red flag not less than *ten* torpedoes and *six* red fusees.

Night Signals—A white light, not less than *ten* torpedoes and *six* red fusees.

The following Railroad Radio Rules 650 through 663 as contained in the Consolidated Code of Operating Rules are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.
401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.
402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except

to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, wash-outs, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.
404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:
  - A. BASE OR WAYSIDE STATIONS:
    1. Name or initials of the railroad.
    2. Name of office or other unique designation of the station, and location of station.
  - B. MOBILE UNITS:
    1. Name or initials of the railroad.
    2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.
408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
  - A. Relates to yard switching operations.
  - B. Is a recorded message from an automatic alarm device.
  - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
411. To indicate to the receiving employee the exchange of transmission is complete and that no response is expected, the transmitting employee must say the word "out".
412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted

upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.

415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
  - A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
  - B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
  - C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
  - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "Complete" and the time.
  - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
  - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.
  - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.
422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.
423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for railroad operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

Rule 103(C) and 103(E) as contained in the Consolidated Code does not apply on Burlington Northern, the following applies:

103(C): Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

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.

Rule 211 of the Consolidated Code of Operating Rules and item 11k Train Dispatchers Manual are modified as follows:

At stations designated by the division superintendent, duplication of slow and cautionary orders may be done mechanically on copier machine.

#### FORM W TRAIN ORDER

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows:

Examples—

- (4) Extra 37 West will register at C on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (5) Extra 38 East may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (6) No. 2 may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).

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 transportation 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 (11-76) 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.

15. 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.
16. A third set of train orders will be furnished the rear flagman on all passenger trains.

## SPOKANE DIVISION

(Conkelley - Cheney)

### FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Conkelley and Cheney . . . . .	79 MPH.	
Conkelley and Whitefish, against the current of traffic . . . . .	59 MPH.	49 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	Bonners 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.
Siding switches at:		
Algoma	Athol	Otis Orchards
Cocolalla	Rathdrum	
Trains or engines through turnouts at following locations . . . . .	25 MPH.	25 MPH.
West siding switch Elmira		
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—**

Libby for trains originating or terminating.

Sandpoint for trains originating or terminating.  
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, trains and engines will not enter main track unless authorized by signal indication or permission from train dispatcher. Clearance or train order authority is not required to move with the current of traffic between these points. When authorized by the train dispatcher, train movements may be made against the current of traffic without train order authority.

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. **Rule 99—**When flagging is required, distance will be 2.5 miles, except between Whitefish and Conkelley when operating against current of traffic distance will be 1.5 miles.
6. **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).
7. **Columbia Falls—**

Trains from Seventeenth Subdivision must not enter main track on First Subdivision until permission is received from dispatcher.
8. **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.
9. **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).
10. **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.
11. **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.

**12. 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.

**13. 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, flashing red will govern access to main track (drills) by switch assignment. 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.

**14. 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.

**15. Crossovers on Double Track—**

<b>Facing Point:</b>		<b>Trailing Point:</b>	
MP 1211.65	Columbia Falls	MP 1212.70	Columbia Falls
MP 0.21	West end	MP 1214.97	East of Half Moon
	Passenger Yard,	MP 69.81	West of Yardley
	Spokane	MP 71.24	East end Passenger
			Yard, Spokane

**16. Between Yardley and Sunset Jct., 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.

**17. Between Yardley and Cheney—**When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,600, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 13,000 trailing tons.

**18. When speed of train creates blowing snow conditions sufficiently severe to affect an accurate reading by the various hot box detectors, engineers will slow train approaching the detectors to speed necessary to eliminate the blowing snow but not below 15 MPH.**

**19. Rule 268(A)—**Trains or engines using switch off siding at following locations:

Algoma	Ramsey
Cocolalla	Rathdrum
Athol	Otis Orchards

will leave switch open.

**SPOKANE DIVISION**

(Kootenai - Sandpoint Jct.)

**SECOND SUBDIVISION**

- Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Kootenai and Sandpoint Jct. . . . .	60 MPH.	50 MPH.
Trains or engines through siding turnouts at following locations: . . . . .	30 MPH.	30 MPH.
Kootenai		
Sandpoint		
Through sidings Kootenai and Sandpoint. . . . .	20 MPH.	20 MPH.
- 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.
- Train Register Exceptions—None.**
- 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.
- Rule 99—**When flagging is required, distance will be 2.5 miles.

**SPOKANE DIVISION**

(Boyer, UP Interlocking - Helena Street, Spokane)

**THIRD SUBDIVISION**

- Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between		Freight
Albeni Falls spur and Diamond Match Mill . . . . .		10 MPH.
Over public crossings, Scotia . . . . .		50 MPH.
Mead, over switches and frogs on curves Aluminum Plant		5 MPH.
Trains or engines through siding turnouts at following locations: . . . . .		35 MPH.
Scotia		
Laclede		

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—**  
Newport—BN trains originating and terminating and other trains when instructed by train order.  
All Milwaukee trains.  
UP Tower—Milwaukee trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Rule 83(B) does not apply at Dean to westward trains from Sixth Subdivision.  
Hillyard—Clearance not required when authorized by train dispatcher.  
BN clearances received at UP Tower by Milwaukee trains will govern at Hillyard.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **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).
7. **Newport—**Milwaukee trains must secure authority from BN dispatcher before entering main track.
8. **Hillyard—**Automatic interlocking in service at east end of yard. Operating instructions are posted at the interlocking. When permission is received to pass a stop signal at this interlocking, the automatic switch must be operated in accordance with Consolidated Code of Operating Rule 275(A), even though lined for desired route. Consolidated Code of Operating Rule 605(A) governs this interlocking and Rule 509 is modified as follows:  
No eastward train movement may be made beyond the stop signal without permission of the train dispatcher and the dispatcher will not authorize any such movement unless he positively knows there is no opposing train in the block.
9. **Between Hillyard and UP interlocking, Helena Street, Spokane, all train or engine movements between absolute block signal located 3,700 feet west of Hillyard yard office and UP manual interlocking will be controlled and authorized by control operator at UP Tower. Westward trains or engines operating Hillyard must first obtain authority from the control operator at UP Tower and will not pass Wellesley Avenue underpass until receiving proceed indication on absolute signal located 3,700 feet west of Hillyard yard office.**

**SPOKANE DIVISION**

(Latah Jct. - Fish Lake)

**FOURTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Latah Jct. and Fish Lake. . . . .	60 MPH.	
Trains or engines through turnouts crossover, Scribner. . . . .	25 MPH.	25 MPH.
Trains or engines through turnouts at following locations: . . . . .	35 MPH.	35 MPH.
Overlook siding switches Latah Jct.		
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—**  
Quincy—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Between Lamona and Bluestem on double track numbered clearance or train order authority is not required to move with the current of traffic.  
Rule 83(B) does not apply to trains entering at Sunset Jct. or Columbia River or at intermediate locations in CTC territory when so authorized by train dispatcher.  
Regular trains clearing at Spokane must secure a second clearance endorsed by chief dispatcher at Seattle.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the distance will be 1.5 miles.

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)—**  
Fish Lake—Spokane Division clearance received at Pasco and by UP trains at Ayer Jct. will apply at Fish Lake. Rule 83(B) does not apply at Latah Jct. or at intermediate locations in CTC territory when so authorized by train dispatcher.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **When speed of train creates blowing snow conditions sufficiently severe to affect an accurate reading by the various hot box detectors, engineers will slow train approaching the detectors to speed necessary to eliminate the blowing snow but not below 15 MPH.**

**SPOKANE DIVISION**

(Sunset Jct. - Wenatchee)

**FIFTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Wenatchee . . . . .	70 MPH.	
Lamona and Bluestem against current of traffic . . . . .	45 MPH.	40 MPH.
Trains or engines through siding turnouts at following locations . . . . .	35 MPH.	35 MPH.
Edwall	Adrian	
Odessa	Columbia River	
Gibson	Malaga	
Wilson Creek		
And ends of double track Lamona and Bluestem.		
Wenatchee #1 crossover.		
Through siding turnouts at following locations . . . . .	30 MPH.	30 MPH.
Lyons	Quincy	
Ephrata	Trinidad	
Naylor		
And crossover switch west end of yard, Wenatchee.		
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—**  
Quincy—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Between Lamona and Bluestem on double track numbered clearance or train order authority is not required to move with the current of traffic.  
Rule 83(B) does not apply to trains entering at Sunset Jct. or Columbia River or at intermediate locations in CTC territory when so authorized by train dispatcher.  
Regular trains clearing at Spokane must secure a second clearance endorsed by chief dispatcher at Seattle.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the distance will be 1.5 miles.

- Dolomite—Spur tracks . . . . . 10 MPH.
- Northport to Troup Jct., handling logs . . . . . 10 MPH.
- Kettle Falls to Dean, handling ore. . . . . 30 MPH.
- Item 1A, All Subdivisions, applies.

**6. 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).

**7. 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.

**8. Crossovers on Double Track—**

<b>Facing Point:</b>	<b>Trailing Point:</b>
MP 1527.7 Harrington	MP 1534.8 Mohler
	MP 1538.7 Downs

**9. Wenatchee—**Engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

**10. 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.)

**11. 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 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.

**12. When speed of train creates blowing snow conditions sufficiently severe to affect an accurate reading by the various hot box detectors, engineers will slow train approaching the detectors to speed necessary to eliminate the blowing snow but not below 15 MPH.**

**SPOKANE DIVISION**

(Nelson - Dean)

**SIXTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Troup Jct. and Dean . . . . .	35 MPH.
Northport—Wye track . . . . .	8 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. Rule 99—**Unless otherwise provided protection against following trains is not necessary between Kettle Falls and Boundary. When flagging is required between Dean and Waneta, B.C. distance will be 1 mile.

**6. 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.

**7. Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5-194.

Ruling Grade Descending East: 2.5%.

**8. Handling 80-Foot and 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	Maximum Speeds Permitted
Kettle Falls to MP 50.5. . . . .	30 MPH.
MP 50.5 to end of track, Republic . . . . .	10 MPH.

Item 1A, All Subdivisions, applies.

**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. Rule 99—Unless otherwise provided, protection against following trains is not necessary between Boyds and Republic, except between Laurier and Danville Canadian Uniform Code Rules apply. When required to flag, distance will be 1 mile.
6. 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, Washington, and Danville, Washington.
7. Grand Forks, B.C.—Canadian Transport Commission requires all train movements over Carson Road crossing on wye tracks shall be flagged by a member of the train crew.
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**  
 (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 6 axle engines (over bridges) . . . . .	15 MPH.
Davenport to Eleanor industrial track:	
Davenport and MP 3 . . . . .	25 MPH.
MP 3 and Eleanor . . . . .	10 MPH.
Item 1A, All Subdivisions, applies.	
2. Bridge, Engine and Heavy Car Restrictions—  
 6 axle engines 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.
6. Sidings—Except at Major and Davenport are also used as industrial tracks.
7. Between MP 108 road crossing Odair and MP 125 Adco track out of service.
8. Odair—Normal position of main track switches are for the through route Adco via the short leg of wye.
9. Handling 80-Foot or Longer Cars—  
 (See All Subdivisions special instructions.)

**SPOKANE DIVISION**  
 (Hauser Jct. - Post Falls)

**NINTH SUBDIVISION**

1. Speed Restrictions—
 

Zone—Between	Maximum Speeds Permitted
Hauser Jct. and Post Falls . . . . .	10 MPH.
Item 1A, All Subdivisions, applies.	
2. Bridge, Engine and Heavy Car Restrictions—  
 6 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.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—  
 Hauser Jct.—Rule 83(B) does not apply.
5. Rule 99—When flagging is required, distance will be .5 mile.
6. Handling 80 Foot or Longer Cars—  
 (See All Subdivisions special instructions.)

**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.
UP interlocking. . . . .	15 MPH.
Item 1A, All Subdivisions, applies.	
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)—  
 Eastward trains destined Coeur d'Alene from Erie Street Yard must obtain BN and Milwaukee clearance at Yardley Telegraph Office;

returning must obtain Milwaukee clearance at Milwaukee station  
Coeur d'Alene.

5. **Rule 99**—Unless otherwise provided protection against following trains is not necessary between Spokane and Spokane Bridge. When flagging is required distance will be .5 mile.
6. **Restricted Clearances**—  
Bridges C 7.7, 7.8 and 7.9 3200 feet east of Millwood, restricted side clearance.
7. **Coeur d'Alene, 11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings, train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.**
8. **Handling 80 Foot or Longer Cars**—  
(See All Subdivisions special instructions.)
9. **Main track between MP 8 and 485 feet west of MP 13 between Spokane and Spokane Bridge out of service.**

### SPOKANE DIVISION

(Mt. Hope - Manning)

#### ELEVENTH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted
Mt. Hope to West Fairfield . . . . .	10 MPH.
West Fairfield to Manning . . . . .	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions**—  
 Wrecking derricks and 6-axle engines not permitted.  
 Hopper cars GN series 70600 to 70799 (BN 510000-510199) 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.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.
6. **Handling 80 Foot or Longer Cars**—  
(See All Subdivisions special instructions.)

### SPOKANE DIVISION

(Stryker - Eureka)

#### TWELFTH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted
Stryker and Eureka . . . . .	40 MPH.
Tobacco—Public crossing serving Plum Creek Lumber Company . . . . .	20 MPH.

Item 1A, All Subdivisions, applies.

#### 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**—None.

#### 4. **Clearance Exceptions**—

Stryker—Rule 83(B) does not apply.

#### 5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

### SPOKANE DIVISION

(Marshall - Arrow)

#### THIRTEENTH SUBDIVISION

#### 1. **Speed Restrictions**—

Zones—Between	Maximum Speeds Permitted
Marshall and MP 20.7 . . . . .	45 MPH.
MP 20.7 and Howell. . . . .	40 MPH.
Howell and Kendrick, Mountain Grade, MP 96.8 and MP 110.8—	
Descending. . . . .	25 MPH.
Ascending . . . . .	25 MPH.
Kendrick and Arrow . . . . .	40 MPH.
Within corporate limits:	
Spangle, Rosalia, Oakesdale, Palouse . . . . .	25 MPH.
Garfield. . . . .	20 MPH.
Pullman . . . . .	15 MPH.
Moscow. . . . .	20 MPH.
Except public crossings. . . . .	12 MPH.
Wrecking derricks 250 tons (over bridges) . . . . .	10 MPH.
6 axle engines (over bridges) . . . . .	20 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to . . . . .	10 MPH.
Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 105 and 107.1 . . . . .	20 MPH.
Cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2. . . . .	10 MPH.

Item 1A, All Subdivisions, applies.

#### 2. **Bridges, Engine and Heavy Car Restrictions**—

Wrecking cranes, pile drivers and cars weighing over 177,000 lbs. must be separated from engine.

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.

Hopper cars GN series 70600 to 70799 (BN 510000-510199) are not permitted between Oakesdale-Crabtree or on wye tracks Palouse and Moscow.

#### 3. **Train Register Exceptions**—

Pullman and Rosalia—Trains originating and terminating.



**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 . . . . .	10 MPH.

Item 1A, All Subdivisions, applies.
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.  
 Columbia Falls—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When flagging is required, distance will be 1 mile between Columbia Falls and Kalispell and .5 mile between Kalispell and Somers.

**PACIFIC DIVISION**  
(Wenatchee - Seattle)

**FIRST SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Passenger	Freight
Wenatchee and Seattle . . . . .	79 MPH.	50 MPH.
Trains 3, 4, 82 and 97 . . . . .		60 MPH.
Light helper engines without operative dynamic brakes. . . . .		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 train Nos. 74, 82, 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.

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|--|----------|---------|
| 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.                   |          |         |
| 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.  
 Bridge 0.6, Old Leavenworth Spur—GP-9 heaviest permitted.
  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.
  5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
  6. **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.  
 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.
  7. **Interbay—**Single track is in service from end of double track MP 4.1 to beginning of CTC at MP 5.4. All trains and engines leaving Interbay yard tracks will contact yardmaster for authority to proceed and route to be used.

8. 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.
9. CTC between MP 5.4, Interbay and MP 7.9, Ballard, is operated by the operator, Interbay, under authority of dispatcher, Seattle.
10. 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.
11. 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.
12. 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.
13. Manual Interlockings not Indicated at Station—  
Ballard, Br. 4 . . . . . Salmon Bay drawbridge
14. Yard Limits—Tracks between yard limit sign west of Kent MP 18.5, and east of Interbay operated as one yard.
15. 

<p>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 telephone apparatus to any wires located along right-of-way in this zone.</p>
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16. 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 (12) 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.

17. Instructions Governing Operation of Trains Skykomish to Wenatchee—

The head end engine consist on freight trains and the helper engine will operate in the sixth throttle position through Cascade tunnel No. 15.

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 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 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 and advise the movement they are to make. Should ventilating fans fail before an eastward train has passed Bay No. 4, crew must communicate with dispatcher and make backward movement to Scenic. Dispatcher will line route for main track at Scenic whenever possible and advise crew which route is lined and locked. In emergency conditions when communications fail, trains may back out of tunnel to Scenic passing all signals at restricted speed. If ventilating fans fail after eastward train has passed Bay 4, train will proceed through tunnel.

Westward trains encountering signal 1706.1 at Bay 15 displaying stop indication must not pass West Portal except in emergency, 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 slide-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.

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. Repeater indicators indicating ventilating system is functioning are located at MP 1706.0, MP 1704.2 and MP 1702.4 in Cascade tunnel No. 15.

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 with 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.

If ventilating door Cascade tunnel is closed, immediately contact train dispatcher and be governed by his instructions. If instructed to manually open the door, ascend the ladder on the south wall to top of door and cross catwalk to the north side. Face door and move long red handle to the right to engage hoist sprocket and cut off power to the door. Door may then be raised with chain hoist located to your left.

Scott Air Packs have been placed in each bay of tunnel. Whenever one of these air packs is used, advise the Chief Dispatcher 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.

18. 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.

19. Skykomish, helper engine waiting to assist eastward train will remain standing at depot until train arrives.

20. Helper engines will be cut in ahead of 2100 trailing tons. If helper engine is then positioned behind an 80 foot or longer car, either loaded or empty, a buffer of one short car, either loaded or empty, is required ahead of the helper engine.

Helper engines will consist of not more than 3 units, limit 6,000 horsepower. If helper engine consist is other than 2 GP-9 units and 1 F-9 unit, the trailing tonnage will be that for which the helper engine units are rated.

21. 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.

22. A member of the crew on eastward trains will get off at west switch Scenic and on westward trains will get off at east switch Berne and will inspect train as it pulls by slowly. If anything is found wrong, key controller located on signal mast can be used to actuate the dragging equipment light and engineer will stop the train and not move until he receives proper signal from the crewman. The conductor-pilot will make this inspection on helper trains. When operating or weather conditions require, the westward inspection may be made at Merritt.

23. 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.

24. 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.

25. Handling 80 Foot or Longer Cars—

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

EXCEPTION: Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must cut in ahead of caboose on such trains.

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.).

26. Trailing Tonnage Restrictions—

(See items 3 and 5A, All Subdivisions.)

Between Merritt and Skykomish—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4,900, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8,150 trailing tons.

## PACIFIC DIVISION (Vancouver - PA Jct.)

### SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Vancouver and PA Jct. . . . .	79 MPH.	50 MPH.
PA Jct. to Bridge 10, Delta Jct. . . . .	20 MPH.	15 MPH.
Except through turnouts PA Jct. and Sealine Jct. . . . .	15 MPH.	15 MPH.
Bridge 10, Delta Jct. . . . .	10 MPH.	10 MPH.
Marysville—Over street crossings. . . . .	20 MPH.	20 MPH.
Mt. Vernon to Burlington, MP 67 to MP 72.4. . . . .	20 MPH.	20 MPH.
Bellingham—Over street crossings . . . . .	10 MPH.	10 MPH.
Bridge 69—Between White Rock and Colebrook . . . . .	25 MPH.	15 MPH.
Delta Alaska Terminal Yard Tracks 0.8 miles west of Brownsville, B.C. . . . .		5 MPH.
New Westminster—Fraser River Bridge. . . . .	5 MPH.	5 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 and Renfrew Street. . . . .	25 MPH.	25 MPH.
Vancouver—Over Pender, Union, Cordova Streets, Burrard Inlet, CPR crossing, Powell Street . . . . .		8 MPH.
Trains or engines through No. 20 turnouts at following locations . . . . .	35 MPH.	35 MPH.
End of double track Burnaby and Still Creek, B.C.		
Willington Jct., B.C.		
B.C. Harbours Board, Colebrook, B.C.		
East switch, Brownsville		
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.

Intalco and Colebrook—Trains will register when instructed to do so by train order.

Roberts Bank—All trains register arrival and departure.

**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 MVB station will clear trains at Burlington.

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 after authority received from train dispatcher, Seattle. CN eastward trains entering BN tracks from Fraser River Bridge will secure clearance at passenger station.

Willington 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. Rule 99—When flagging is required, distance will be 2.5 miles between PA Jct. and White Rock.**

**6. 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 derails 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 501J.

**7. Railroad Crossings Protected by Gates not Indicated at Station—**

Bellingham. . . . . CMStP&P crossings — 1 at Army Street, 1 at Commercial Street, 1 at Pine Street.

These three 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.

**8. 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.

**9. 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.

**10. Following main track switches not equipped with electric locks, Rule 268(A) applies:**

- Pacific Grinding Wheel Spur (1 mile east of Kruse Jct.).
- Elevator Spur at Silvana. (5.5 miles west of Stanwood).
- Both ends Industry Track Silvana.
- Georgia Pacific 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).

**11. 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.

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

**13. Restricted Clearances—**

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.

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

**15. 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.**

**16. 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 operating crossing signals at this crossing.**

**17. Vancouver, B.C.—City ordinance prohibits sounding of engine whistle at Rupert, Renfrew and Kaslo Streets.**

**18. Vancouver—Canadian National Railway operates jointly with BN over BN tracks between waterfront 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. Dispatcher's phone is 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.**

**19. 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.**

**20. Canadian Transport Commission Order provides for the safe move**

ment 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.

**21. Crossovers on Double Track not Indicated at Station—  
Trailing Point:**

- At MP 152.4—1.4 miles west of Still Creek.
- At MP 151.8—Willingdon Jct.
- At MP 147.8—1 mile east of Burnaby.

**22. 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 5 miles an hour on approaching absolute signals and move between absolute signals at speed not exceeding 5 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.

Toilets are not to be flushed while trains are on this bridge.

**23. 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.

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

**25. 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.

**26. Semi-Automatic Interlockings not Indicated at Station—**

- New Westminster, 0.9 miles west  
CPR crossing . . . . . Crossover to waterfront track.
- New Westminster, 0.4 miles west . . . . . Fraser Mill Spur.  
Normal position of gates is stop for BN. . . . . CPR crossing.
- 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.

**27. 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.

**28. Trackage between the yard limit sign west of Burnaby, B.C. and end of track Vancouver, B.C. operated as one yard.**

**29. 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 slow 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.

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

**31. 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 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.

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

**PACIFIC DIVISION  
(Seattle - Vancouver Jct.)**

**THIRD SUBDIVISION**

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Seattle and Tacoma . . . . .	75 MPH.	50 MPH.
Tacoma and Vancouver Jct. . . . .	75 MPH.	60 MPH.
Through hand operated crossovers . . . . .	10 MPH.	10 MPH.
All street crossings in corporate limits of Seattle. . . . .	20 MPH.	20 MPH.
Spokane Street interlocking. . . . .		10 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.
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.
Steilacoom—Within corporate limits . . .	50 MPH.	50 MPH.
Over Bridge 14 . . . . .	30 MPH.	30 MPH.
Bucoda—Within corporate limits. . . . .	65 MPH.	
MP 51 and MP 59 . . . . .	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. 16 turnouts at following locations . . . . .	30 MPH.	30 MPH.
Crossover east end Ruston Tunnel.		
Crossover west end Nelson-Bennett Tunnel.		
Trains or engines through dual control switch turnouts at following locations . . . . .	35 MPH.	35 MPH.
Wabash	Kelso West	
Centralia West	Longview Jct. West	
Napavine	MP 111	
Vader	Ridgefield West	
MP 85	Vancouver Jct. East	
Ostrander		
Chehalis Jct.—Main track crossovers . . .	35 MPH.	35 MPH.
Trains or engines through dual control switch turnouts at following locations . . . . .	15 MPH.	15 MPH.
Centralia Center		
Centralia East		
Chehalis Jct. to Seventeenth Sub-division		
Chehalis Jct. to CMStP&P		
Longview Jct. West to Main 1 siding		
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:		
Over Bridges 36.8 and 2.0 on West Seattle Line . . . . .		20 MPH.
<b>2. Bridge, Engine and Heavy Car Restrictions—</b>		
250-ton wrecking cranes:		
West Seattle Line. . . . .	Not Permitted	
Stacy Street Yard—		
Account No. 7 turnouts, 6-axle engines not permitted unless authorized by yardmaster.		

Chehalis on West Coast Mills track, 6-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. Train movements made against the current of traffic within these limits not authorized by Form DR Train Order and not protected by yardmaster must be made with flag protection.

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. Rule 99—When flagging is required, distance will be 2.5 miles, except between Seattle and Wabash, when operating against the current of traffic distance will be 1.5 miles.**

**6. 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—If signal indicates stop indication, train crew will ascertain if bridge operator on duty. If bridge unattended, crew will be governed by Consolidated Code Rule 608 before proceeding.

**7. 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—CMS&P

8. 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.

9. 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.

10. 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.

11. 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 Subdivision 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.

Outbound movements from Spokane Street to Argo will use track 2 when practicable.

12. 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, 1 long  
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

13. Argo—

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

Eastward 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.

14. Kent, city ordinance prohibits switching operations over East Valley Highway near 212th Street between 6:30 A.M. and 9:00 A.M. and between 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.

15. 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.

16. 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.

17. 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
18. West Tacoma—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.
  19. 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 CTC Wabash or to Tacoma without train order authority.
  20. 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.
  21. 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.
  22. 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—	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Yakima and Auburn. . . . .	75 MPH.	50 MPH.
Except eastward freight trains Easton to Thrall . . . . .		60 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.	20 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—  
6 axle engines not permitted on Loop Track at Lester, Y Track at Easton and Ellensburg.  
Rotary Nos. NP 42 and BN 972551 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.  
Palmer Jct., Lester and Cle Elum—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. Rule 99—When flagging is required, distance will be 2.5 miles.
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. Lester—If necessary to switch cars east of Signal 59.4, member of crew must obtain authority from dispatcher.
8. 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.
9. 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%.

10. 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.

11. 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.

12. 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.

13. At Cle Elum—Trains from the Thirteenth Subdivision must not enter the Fourth Subdivision until authority is received from the train dispatcher.

14. At Yakima—Portland Division Instructions Govern.

15. 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.)

16. Trackage between Henrys and Black Diamond is out of service.

17. Trailing Tonnage Restrictions—  
(See items 3 and 5A, All Subdivisions.)

Between Easton and Lester—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4,900, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8,150 tons.

**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. . . . .	5 MPH.
Between Wilkeson Street and Commerce Street on descending grade . . . . .	15 MPH.
Between South Tacoma and Tacoma—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 McChord Field and Mobase—On government tracks. . . . .	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.	
Item 1A, All Subdivisions, applies.	

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)—

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

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 mile.

6. 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.

7. Railroad Crossings not Indicated at Station—

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

8. Mountain Grade Operation—

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

9. Between UP Jct. and South Tacoma—All train, engine and yard

movements must be authorized by the operator UP Jct. after ascertaining there are no conflicting movements.

10. **South Tacoma**—42nd and 51st Street crossings must not be blocked over ten minutes.
11. **Lakeview**—Normal position of junction switch is for South Tacoma-Tenino Jct. line.
12. **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.
13. **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.
14. **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
15. **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 Powder 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.
16. **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.

Item 1A, All Subdivisions, applies.

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 lb  
Over 40 feet long. . . . . 263,000 lb
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—  
At Saint Clair, Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. **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 UI 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  
Legion Way  
East Fourth Avenue

East State Avenue  
Columbia Street at West Seventh

## PACIFIC DIVISION

(Woodinville to Issaquah)

### EIGHTH SUBDIVISION

- 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.
- 7. Lacey—City ordinance prohibits blocking grade crossings in excess of five consecutive minutes.
- 8. 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 Snohomish Jct. . . . .	25 MPH.

Advance-warning signs are located 1500 feet in advance of the reduce speed signs.  
Item 1A, All Subdivisions, applies, except between MP 25 (Woodinville) and MP 37 (Bromart).
- 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. Rule 99—When flagging is required, distance will be 1.5 mile.
- 6. Yard Limits—  
Tracks between yard limits east of Scopa and west of Renton operated as one yard.
- 7. 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.
- 8. 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.
- 9. At Woodinville—Normal position of junction switch is for Seventh Subdivision.  
At Bromart—Normal position of junction switch is from Seventh toward First Subdivision.
- 10. Handling 80 Foot or Longer Cars—  
(See All Subdivision Special Instructions.)

- 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Woodinville and Issaquah . . . . .	25 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.  
Item 1A, All Subdivisions, applies.
- 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

## 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.
6 axle engines, 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.  
Item 1A, All Subdivisions, applies.
- 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. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

## PACIFIC DIVISION

(Concrete - Anacortes)

### TENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Anacortes and Burlington . . . . .	25 MPH.
Burlington and Sedro Woolley . . . . .	35 MPH.
Sedro Woolley and Concrete . . . . .	25 MPH.
Bridge 12, Whitney . . . . .	10 MPH.
Sedro Woolley—Connecting track to Fourteenth Sub- division . . . . .	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.

Item 1A, All Subdivisions, applies.

#### 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)—

Clearance received at MVB station will clear trains at Burlington.  
Sedro Woolley—Rule 83(B) does not apply.

#### 5. Rule 99—When flagging is required, distance will be 1 mile.

#### 6. Interlockings and Drawbridges not Indicated at Station—

Drawbridge 12—One mile west of Whitney.

#### 7. 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.

#### 8. Sedro Woolley—Normal position of the junction switch will be from the Fourteenth to the Tenth Subdivision.

#### 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. Rule 99—When flagging is required, distance will be 1 mile.

#### 6. Black River—Trains from the Third Subdivision must secure verbal authority from the train dispatcher at Maple Valley before entering Eleventh Subdivision.

#### 7. 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.

#### 8. 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).

#### 9. The signal governing movements from the Seventh Subdivision (North Renton Line) will normally display an approach aspect. If the signal displays a stop aspect, a member of the crew must immediately communicate with the train dispatcher at Maple Valley in accordance with Rule 509.

#### 10. 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. Van Asselt, east end of Milwaukee Yard.
Black River, 7800 feet east of Tower.	Black River, Third Subdivision Transfer, west end of yard.

#### 11. 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.

#### 12. 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.

#### 13. 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.

#### 14. 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.

#### 15. 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.

## PACIFIC DIVISION

(Snoqualmie - Spokane Street)

### ELEVENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Spokane Street and Maple Valley . . . . .	25 MPH.
Renton, over all street crossings . . . . .	10 MPH.
All street crossings in corporate limits of Seattle . . . . .	20 MPH.
Spokane Street interlocking. . . . .	10 MPH.

Item 1A, All Subdivisions, applies.

#### 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.

**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 4 . . . . .	10 MPH.
MP 9 and Orting—Trains handling empty cars . . . . .	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.	
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	
2. **Bridge, Engine and Heavy Car Restrictions—**  
 6 axle engines, 250-ton wrecking cranes:  
 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. and Enumclaw—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. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. **Between Enumclaw and Bayne Jct. joint Burlington Northern-CMStP&P tracks are operated by and in accordance with BN Timetable and Special Instructions.**
7. **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.
9. **Bayne Jct.—**Normal position of junction switch is for Burlington Northern main track.
  10. **Enumclaw—**  
 All movements of engines and cars over highway crossing on track between BN and Weyerhaeuser Company's tracks must be protected by flagman.
  11. **Between Wilkeson and Carbonado track is out of service.**
  12. **Orting—**Normal position of the junction switch is for the Lake Kapowsin line.
  13. **Handling 80 Foot or Longer Cars—**  
 (See All Subdivision special instructions.)

**PACIFIC DIVISION**  
(Cle Elum - Ronald)

**THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Cle Elum and Ronald . . . . .	20 MPH.
Cle Elum through city limits . . . . .	10 MPH.
Roslyn through city limits. . . . .	5 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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—**  
 Cle Elum—Trains will register when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Cle Elum—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
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. **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.

- Sumas, within corporate limits. . . . . 25 MPH.  
 Sedro Woolley connecting track to Tenth Subdivision . . . 5 MPH.  
 Advance-warning signs are located 3000 feet in advance  
 of the reduce speed signs.  
 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 110. . . . . 10 MPH.  
 Item 1A, All Subdivisions, applies.
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)—**  
 Sedro Woolley—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 mile.
6. **Interlockings and Drawbridges not Indicated at Station—**  
 Drawbridge 85 between Clear Lake and Sedro Woolley.
7. **Sedro Woolley—**Normal position of the junction switch will be  
 from the Fourteenth to the Tenth Subdivision.

**PACIFIC DIVISION**

(Centralia to Moclips)

**FIFTEENTH SUBDIVISION**

1. **Speed Restrictions—**
- | Zone—Between  | Maximum Speeds Permitted |
|---|--------------------------|
| Centralia and MP 43. . . . .  | 35 MPH.                  |
| MP 43 and MP 59 . . . . .   | 40 MPH.                  |
| MP 59 and Hoquiam . . . . .   | 25 MPH.                  |
| Hoquiam and Moclips. . . . .  | 20 MPH.                  |
| Markham and South Aberdeen. . . . .   | 25 MPH.                  |
| South Aberdeen and Cosmopolis . . . . .   | 10 MPH.                  |
| Markham and Cosmopolis, trains handling wrecking<br>cranes, pile drivers or locomotive cranes. . . . .          | 10 MPH.                  |
| Centralia, over streets within corporate limits . . . . .   | 30 MPH.                  |
| Blakeslee Jct., over CMStP&P and UP crossings. . . . .  | 15 MPH.                  |
| Oakville, Elma, Montesano, Hoquiam, within corporate<br>limits . . . . .  | 30 MPH.                  |
| Between Cosmopolis and Markham over bridges . . . . .   | 10 MPH.                  |
| 250-ton wrecking cranes, six axle locomotives:  |                          |
| Over Bridge 91.1 near Copalis . . . . .   | 10 MPH.                  |
| Over Bridge 2 near South Aberdeen Jct.. . . . .   | 10 MPH.                  |
| <b>Aberdeen—</b>  |                          |
| Over streets and crossings . . . . .  | 10 MPH.                  |
| Within city limits, elsewhere . . . . .   | 20 MPH.                  |
| Cars under 40 feet long and weighing between 177,000<br>lbs. and 220,000 lbs. singly or in groups of 2 or more. |                          |
| Over Bridge 46 near Ventron. . . . .  | 20 MPH.                  |
| Over Bridge 3.2, Horn Track, Hoquiam . . . . .  | 10 MPH.                  |
| Cars over 40 feet long and weighing between 220,000<br>and 263,000 lbs.:  |                          |

- Over Bridges 1 on eastward track, and 12.1 between  
Centralia and Gate. . . . . 20 MPH.
- Item 1A, All Subdivisions, applies except where au-  
thorized speed is between 13 MPH and 21 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
250-ton wrecking cranes:  
Between Hoquiam and Moclips . . . . . Not Permitted  
Between Cosmopolis and Markham—Over Bridge 2 . . . . . Not Permitted  
Cars heavier than the following not permitted without authority of  
Superintendent:  
40 feet or less in length. . . . . 220,000 lbs.  
Over 40 feet in length. . . . . 263,000 lbs.
- EXCEPT over Bridges 91.1, 94, 97 between Aberdeen and Moclips,  
cars under 40 feet long and weighing between 177,000 lbs. and  
220,000 lbs. must be separated from engine, and each other by a  
car weighing less than 177,000 lbs.
3. **Train Register Exceptions—**  
Elma—Trains will register when instructed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Hoquiam—All trains must secure clearance.
5. **Rule 99—**When flagging is required, distance will be 1.5 mile.
6. **Centralia-Blakeslee Jct., double track.**  
UP main track designated westward track.  
BN main track designated eastward track.
7. **Blakeslee Jct. Interlocking—**  
Normal position of connection switches from westward track to  
BN main track:  
West (spring) switch for BN.  
East (hand throw) switch for connection.  
From eastward track to UP main track:  
West (spring) switch for connection.  
East (spring) switch for eastward track.
8. **Railroad Crossings, Interlockings and Drawbridges not Indicated at  
Station—**  
Between Rochester and Gate—CMStP&P crossing.  
Aberdeen—Drawbridge 68, Wishkah River, interlocked.  
Hoquiam—  
Drawbridge 72.2, Hoquiam River, interlocked.  
Drawbridge 3.2, Horn Track.
9. **Aberdeen—**Westward trains will stop east of Fleet Street when  
Wishkah River drawbridge signals do not indicate route is clear.
10. **Hoquiam—**Bridge 3.2 located on Horn Track. Trains will not pass  
over drawbridge until proceed signal is given by bridge tender,  
using yellow flag by day and yellow light by night.
11. **Between Hoquiam and Aberdeen—**Trains operating against the  
current of traffic must stop and flag crossings at West State Street,  
West Heron Street and Ontario Street before occupying the cross-  
ings.
12. **Rochester—**CMStP&P crossing at grade protected by gate. Normal  
route is for BN movement.
13. **Cosmopolis—**On Weyerhaeuser tracks both chlorine spurs have  
derails locked in derail position. The procedure for moving cars is  
as follows: The train crew will notify the gateman they require  
entrance to the chlorine spur. He will advise the shift foreman who  
will be responsible for the handling of derail, supervision of switch-  
ing and restoring derail so that no damage to chlorine lines can  
occur.
14. **Elma—**Normal position of crossover switch at east leg of wye is for  
the Sixteenth Subdivision.

## 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.

Item 1A, All Subdivisions, applies except between MP 10 (Stimson) and MP 14.5 (Marmac).
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—**

Shelton and Bremerton—Trains will register when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 mile.**
6. **Railroad Crossings not Indicated at Station—**

Between Shelton and Bayshore, Simpson Timber Co., 200 feet east of Government railroad connection.
7. **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.**
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. Single unit engines only may be used on Tracks 1, 2 and 3.
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. **Elma—Normal position of crossover switch at east leg of wye is for the Sixteenth Subdivision.**
11. **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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH. and 21 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:

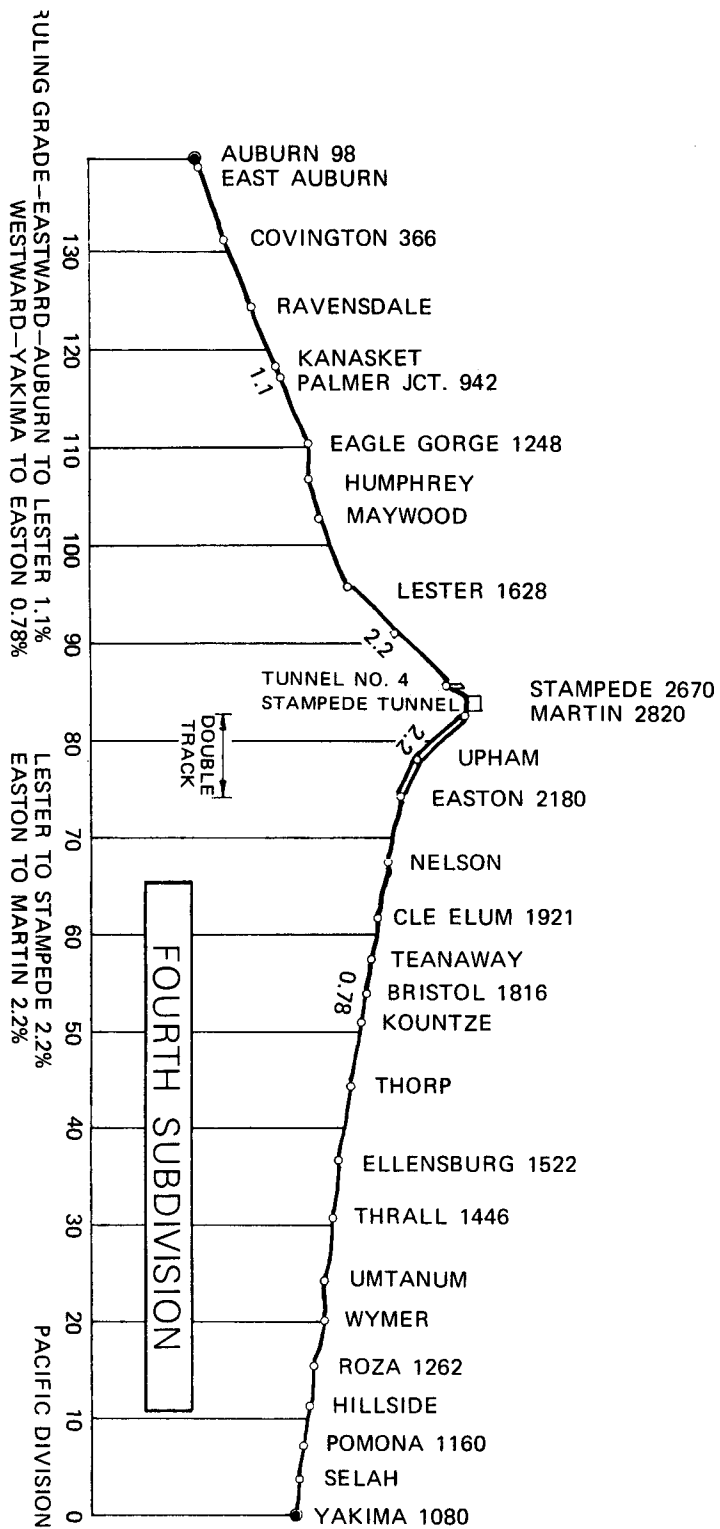
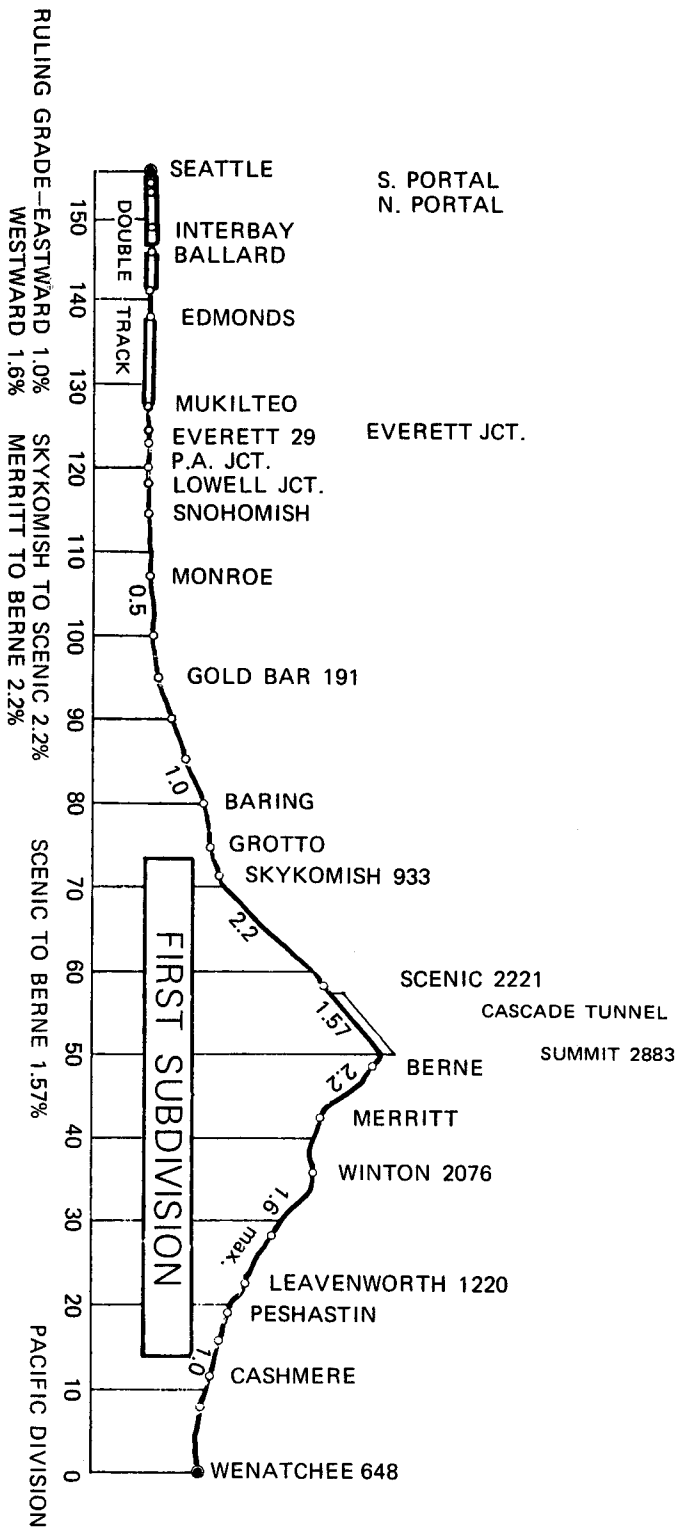
40 feet or less in length. . . . .	220,000 lbs.
Over 40 feet in length. . . . .	263,000 lbs.
3. **Train Register Exceptions—**

Chehalis Jct. and Raymond—Trains will register when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Chehalis Jct.—Rule 83(B) does not apply.
5. **Rule 99—When flagging is required, distance will be 1.5 mile.**
6. **Automatic Interlocking and Drawbridges not Indicated at Station—**

Between Chehalis Jct. and Adna—CM&E crossing.  
Between Raymond and South Bend—Drawbridge 53, Willapa River.
7. **Drawbridge 53, Willapa River west of Raymond—Trains will not proceed over bridge until proceed signal is given by bridge tender using yellow flag by day and yellow light by night.**
8. **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

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
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.
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, SP&S Jct., 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; except a second clearance will be secured at Cheney if the train order signal is displayed in a "19" or "stop" position.

Trains destined Spokane Division must obtain such clearance at Pasco, which will clear train at Cheney, except a second clearance will be secured at Cheney if the train order signal is displayed in a "19" or "stop" position.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **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.

7. **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.**
8. **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.
9. **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.
10. **Between Gibbon and Parker—**

Extra trains will run via First Subdivision unless instructed by train order to do otherwise.
11. **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.
12. **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.
13. **Automatic Interlockings not Indicated at Stations—**

Parker, UP Crossing 0.5 miles west.
14. **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, Cooks, 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.  
 Over 52.5 feet long . . . . . 315,000 lbs.  
 Six axle engines 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.  
 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. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **In CTC territory the following switches are not equipped with electric lock and Rule 268(A) applies:**  
 MP 20.5 near Camas—Columbia Vista Lumber Mill spur  
 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 42.5 Skamania—East and west switches of outfit spur  
 MP 48.6 North Bonneville—West switch  
 MP 49.9 North Bonneville—East switch  
 MP 54.0 Stevenson—East and west switches of house spur  
 MP 54.1 Stevenson—Union Oil Company spur  
 MP 65.9 Cooks—Spur track  
 MP 70.9 Hood—Spur track  
 MP 71.2 Underwood—Spur track  
 MP 75.1 Underwood—Fruit spur  
 MP 76.3 Bingen-White Salmon—Mt. Adams Lumber Co. spur  
 MP 96.6 Dallesport—West switch  
 MP 96.9 Dallesport—East switch  
 MP 105.6 Wishram—Rock spur  
 MP 105.9 Wishram—West switch house track
7. **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.

8. **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.

9. **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.

10. **Cliffs—**

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

11. **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.

12. **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. <b>Speed Restrictions—</b> <b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>	
	<b>Passenger</b>	<b>Freight</b>
Vancouver and Vancouver Jct. except as indicated below . . . . .	75 MPH	
Vancouver and Willamette River bridge 5.1 between East St. Johns and Willbridge . . . . .	70 MPH	50 MPH
Between bridge 5.1 and Portland . . . . .	35 MPH	35 MPH
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 . . . . .	35 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.
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 numbered clearance 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 38(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. Rule 99—**When flagging is required, distance will be 2.5 miles.

**6. 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.

**7. 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.

**8. North Portland Jct. following whistle signals will be sounded when calling for diverging route through interlocking.**

From and to UPRR: one short.

Stock Yards: From Third Subdivision: two shorts.  
From UPRR: four shorts.

**9. Oregon Slough Drawbridge—**Normally unattended.

If signal displays stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 608.

**10. 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.

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

**PORTLAND DIVISION**

(Wishram - Bend)

**FOURTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wishram and Metolius . . . . .	35 MPH.
MP 87 and MP 98.5	
Eastward . . . . .	10 MPH.
Westward. . . . .	15 MPH.
Bend—On other than main track over all crossings . . . . .	10 MPH.

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

Bend—On Standard Oil, Pine Tree, Haines, drill and mill spurs, six axle engines are 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.
Over 52.5 feet 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.

**5. Rule 99—**When flagging is required, distance will be 1 mile between Wishram and Madras and 2.5 miles between Madras and Bend.

**6. Interlockings and Drawbridges not Indicated at Stations—**

Columbia River—MP T-1.3 drawbridge interlocked.

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

Fourth Subdivision: four shorts.

Union Pacific Railroad Co.: one long, one short, one long.



8. **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.
9. **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.
10. **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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

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

250-ton wrecking cranes and six axle engines are 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.  
 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—**

Beaverton, Bowers Jct., and Forest Grove Jct.—Trains register when instructed by train order to do so.

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

United Jct.—Rule 83(B) does not apply.

5. **Rule 99—When flagging is required**, distance will be 1.5 mile.

6. **Spring Switches not Equipped with Facing Point Lock—**

United Jct.—Normal position for Eighth Subdivision.

Bowers Jct.—Normal position for Eighth Subdivision.

7. **At any station between Bowers Jct. and Eugene cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.**

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

SPT at Hillsboro . . . . . MP 26.3

9. **SPT Absolute-Permissive Block Rules 740, 741 and 745 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.**

10. **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.

11. **Tualatin—Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.**

12. **Salem—Train and engine movements through traffic signal at Broadway and Market Streets must stop and proceed only on green light. Movements are limited to one unit and two cars.**

13. **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.**

14. **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.

15. **Junction City—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.**

16. **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.)

### PORTLAND DIVISION

(Albany Yard - Foster)

### ELEVENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Lebanon and Foster . . . . .	25 MPH.
Within city limits of Lebanon and Sweet Home . . . . .	20 MPH.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

At Sweet Home over 18th Avenue . . . . . 15 MPH.  
Over Santiam Highway crossing . . . . . 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—**  
None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
None.
5. **Rule 99—**When flagging is required, distance will be .5 mile.
6. **Instructions Governing Operation Over SPT Co. Tracks Between Albany and Lebanon—**  
Trains between Albany and Lebanon will cross SPT main tracks through crossovers 300 feet west of Signal 6915; being governed for westward movement by indications of dwarf Signal 6913 located on derail on BN track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules SPT 93 and SPT 842. When no yardmaster or representative present trains must comply with Rules SPT 83 and SPT 83(C); eastward trains obtain check of register at Albany station, and westward trains obtain check of register by telephone from SPT operator at Albany, before fouling SPT main track. Check of register received by telephone must be repeated for verification.

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

7. At Lebanon, junction switch located at SPT MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.  
Normal position of switch is for movement on SPT main track. Normal indication of signals on SPT track is "proceed" and signal on BN "stop".  
When block indicator located at main track switch indicates block clear, switch may be lined for movement to SPT track; and when so lined, and block is clear, signal on BN will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99. When operator is on duty at Lebanon, trains will obtain permission from operator before entering SPT main track.  
On SPT trackage, trains, when equipped with paddle markers, will display a portable electric red light to the rear of caboose at night, to be replaced by a portable electric white light when in the clear on a siding.

### PORTLAND DIVISION

(Bowers Jct. - Banks)

### NINTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Bowers Jct. and Banks . . . . .	20 MPH.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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.  
Cars weighing over 220,000 lbs. are not permitted west of North Plains.
3. **Train Register Exceptions—**  
None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Bowers Jct. Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be .5 mile.

### PORTLAND DIVISION

(Mesa - End of Track)

### TENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Mesa and MP 1 . . . . .	20 MPH.
MP 1 and End of Track. . . . .	45 MPH.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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)—**  
Mesa—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 2 miles.

**PORTLAND DIVISION**  
(Yakima-Naches)  
**TWELFTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Yakima, Brace and Naches . . . . .	20 MPH.
Brace and Weikel. . . . .	10 MPH.
Weikel and Tieton . . . . .	20 MPH.
Trains with wrecking cranes, pile drivers or locomotive cranes . . . . .	10 MPH.
Over bridges 1, 3.1 and 10.1 Naches branch . . . . .	10 MPH.
Over bridge 2.2 Tieton branch . . . . .	10 MPH.
Diesel locomotives, single unit only permitted separated from loads by one empty 40 foot car, over Bridge 4 between Brace and Gleed . . . . .	8 MPH.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.
2. **Bridge, Engines and Heavy Car Restrictions—**  
 250-ton wrecking cranes and pile drivers NP 25-34 inclusive are 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 weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. over bridges 4 and 4.1 Naches Branch.  
 Six axle locomotives over Bridge 4, Naches Branch are not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. **Brace—**Normal position of switch is for Tieton Branch.
7. **Derails—**At Naches, on main track 200 feet east of east switch.
8. **Handling 80 Foot or Longer Cars—**  
 Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

**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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**  
 Diesel units exceeding 263,000 pounds not permitted. Diesel unit must be separated from loads by an empty car.  
 250-ton wrecking cranes not permitted.  
 150-ton wrecking cranes over Bridge 1 must be preceded and followed with car weighing under 90,000 pounds.  
 Pile drivers NP 25-34 inclusive over truss spans of Bridge 1 must have boom resting on idler car and be preceded by a car weighing under 90,000 pounds.  
 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. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be .5 mile.
6. **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.
7. **Terrace Heights—**Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.
8. **Moxee City—**Cars on spot on main track at American Excelsior Company 100 feet west of MP 8.

**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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 mile.
6. **White Swan—**All trains and engines stop and flag over Highway 3-B Hitchcock mill spur, Boise Cascade spur, Highway SR 220.
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.  
 Within corporate limits:  
 Sunnyside, Granger, Zillah and Grandview . . . . . 30 MPH.  
 Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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. **Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. **Automatic Interlocking not Indicated at Station—**  
 Yakima River Bridge—MP 79.2.

**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.  
 Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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.  
 Bridge 126 out of service.
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. **Rule 99—**When flagging is required, distance will be 1 mile between Adco and Connell and .5 mile between Bassett Jct. and Schrag.
6. **Warden—**60 foot and longer cars are not to be handled on curvature serving Country Gardens.
7. **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.  
 Over 52.5 feet in length . . . . . 315,000 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. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **Pasco—**All outbound trains after securing clearance and orders departing via depot interlocking will secure verbal authority from depot operator before moving from yard track.
7. **Between MP 231 Pasco and Ainsworth Jct.—**  
 Rules 261 through 264 are in effect, interlocking signals and dual-control switches at MP 231 and at Ainsworth Jct. are under the control of the operator in Pasco passenger station. 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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 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. Rule 99—When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not necessary between Attalia and Waitsburg Jct.

### 6. Interlocking not Otherwise Indicated at Station—

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

### 7. Burbank—Expect to find portable grain conveyor belt across track in vicinity of Cargill Elevator.

### 8. 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 at Wallula. Train order or numbered clearance authority not required for extra trains.

### 9. Between Villard Jct., Attalia and/or Wallula—

All train, engine, and track car movements will be governed by Union Pacific timetable, special instructions and rules.

### 10. Attalia—Yard limits in effect between MP 14 and begin CTC territory (UP main track).

### 11. Handling 80 Foot or Longer Cars—

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

### 12. Advance-warning signs are located 1500 feet in advance of reduce speed signs.

### 13. 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. ascending . . . . .	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.

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.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

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

250-ton wrecking cranes 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 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.





Skykomish	1	6:30 am-3:30 pm Mon. thru Fri.
Everett		
Delta Yard	1, 2	24 hours attended
Bridge 10	1	24 hours attended
Depot	1, 2	24 hours attended
Bayside Yard	2	24 hours attended
Edmonds	1	24 hours unattended
Interbay	1, 2	24 hours attended
Vancouver, B.C.	1	24 hours attended
New Westminster	1	24 hours attended
Blaine	1	24 hours attended
Bellingham	1	24 hours attended
Burlington	1	24 hours unattended
MVB Station	1	24 hours attended
Seattle		
Stacy Street Yard	1, 2	24 hours attended
Argo	1	24 hours attended
South Seattle	2	24 hours attended
Auburn	1, 2	24 hours attended
Reservation	1	24 hours attended
Tacoma	1, 2	24 hours attended
Centralia	1	24 hours attended
Chehalis	1	24 hours unattended
Longview Jct.	1, 2	24 hours attended
Longview	2	24 hours attended
Kalama	1	5:00 am-9:00 pm daily
Ellensburg	1	6:45 am-9:00 pm daily
Easton	1	24 hours attended
Lester	1	6:00 am-6:00 pm Mon. thru Fri.
Olympia	1	7:30 am-4:30 pm Mon. thru Fri.
Renton	1	6:30 am-10:30 pm Mon. thru Fri.
Whitmarsh	1	8:00 am-12:01 pm Mon. thru Sat. 4:00 pm-8:00 pm Mon. thru Sat.
Maple Valley	1	24 hours attended
Sumas	1	8:00 am-9:00 pm daily
Hoquiam	1	8:00 am-5:00 pm Mon. thru Fri.
Bremerton	1	7:00 am-4:00 pm Mon. thru Fri.
Elma	1	6:00 am-3:00 pm Mon. thru Fri.

PORTLAND DIVISION

Base Station	Channel	Hours in Service and Attended
Vancouver Disprs. Office	1	24 hours attended
Wayside Stations		
Ritzville	1	8:00 am-9:00 pm daily
Connell	1	24 hours attended
Pasco	1, 2	24 hours attended
Kennewick	1	24 hours unattended
Prosser	1	24 hours unattended
Toppenish	1	24 hours attended
Yakima	1	24 hours attended
Finley	1	9:00 am-11:59 pm daily
MP 208 (Near Berrian)	1	24 hours unattended
Plymouth	1	8:00 am-5:00 pm daily
Whitcomb	1	24 hours unattended
Roosevelt	1	8:00 am-4:00 pm daily 10:00 pm-6:00 am daily
Towal	1	24 hours unattended
Wishram	1	24 hours attended

Lyle	1	9:00 am-5:00 pm Mon. thru Fri. 10:00 pm-6:00 am Mon. thru Fri.
Bingen	1	8:00 am-11:59 pm Mon. thru Fri.
Stevenson	1	8:00 am-5:00 pm Mon. thru Fri.
Camas	1	24 hours unattended
Vancouver	1	24 hours attended
Col. River Drawbridge	1	24 hours attended
14th Street Yard	1, 2	24 hours attended
Portland		
Willamette Drawbridge	1	As required
Hoyt Street Yard	1, 2	24 hours attended
Willbridge Yard	1, 2	24 hours attended
Telegraph Office	1	24 hours attended
Lakeyard	1, 2	24 hours attended
PTR Yard	1, 2	24 hours attended
Wishram	1	24 hours attended
(Celilo Bridge)		
Maupin	1	24 hours attended
South Jct.	1	2:00 pm-10:00 pm Tues. thru Sat. 10:00 pm-6:00 am Mon. thru Fri.
Madras	1	24 hours attended
Redmond	1	24 hours attended
Bend	1	24 hours attended
Chemult	1	24 hours attended
South Klamath Falls	1, 2	24 hours attended
Stronghold	1, 2	24 hours unattended
Bieber	1, 2	24 hours attended
St. Helens	1	8:00 am-5:00 pm Mon. thru Fri. 9:00 pm-5:00 am Mon. thru Fri.
Astoria	1	9:00 am-6:00 pm Mon. thru Fri.
Beaverton	1	6:00 am-5:00 pm Mon. thru Fri.
Salem	1	8:00 am-4:00 pm Tues. thru Sat. 4:00 pm-11:59 pm Mon. thru Fri.
Albany	1	24 hours attended
Eugene	1	24 hours attended except 6:30 am Sat. 6:30 am Mon. 7:00 am-4:00 pm Mon. thru Fri.
Sweet Home	1	7:00 am-4:00 pm Mon. thru Fri.
Wheeler	1	7:00 am-4:00 pm Mon. thru Fri.
Bruce	1	As required
Lamont	1	8:00 am-5 pm Mon. thru Fri.
Washtucna	1	9:00 am-6:00 pm Mon. thru Fri.
Snake River	1	24 hours unattended