

BURLINGTON NORTHERN INC.

SEATTLE REGION

SPOKANE AND PACIFIC DIVISIONS

Special Instructions No. 2

IN EFFECT AT 2:00 A.M.

**Pacific Standard Time
and
Mountain Standard Time**

Sunday, October 25, 1970

**Asst. Vice President
Transportation
H. J. SURLS**

**Asst. Vice President
Operations
J. H. HERTOG**

**Superintendent
J. G. HEIMSJO—Spokane Division
T. W. MACKENROTH—Pacific Division**

ALL SUBDIVISIONS

- 1. Speed Restrictions** Maximum Speeds
- Passenger trains 79 MPH.
 Freight trains 65 MPH.
- The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions. All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise 12 MPH.
 Engines running light or with caboose only 50 MPH. unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars (except CP ore cars)	45 MPH.	20 MPH.
Scale test cars except W.O. 3	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
CP ore cars (series 870000-877000)		
Loaded	30 MPH.	15 MPH.
Empty	25 MPH.	15 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.
Rotary plows, wedge plows and dozers	30 MPH.	15 MPH.
Trains handling logs (Except when log cars are equipped with permanent steel side stakes)	30 MPH.	15 MPH.

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

2. Movement of engines dead in trains:

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

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

Diesel units not equipped with alignment control devices—

1 through 4, 7, 11, 77 through 88, 91 through 101, 106 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 428, 429, 450 through 585, 588 through 595, 900 through 923, 934 through 940, 950, 952, 953, 986 through 995, 1625, 1629 through 1632, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4192.

Diesel units equipped with coupler alignment lock blocks—

1556 through 1623, 1626 through 1628, 1636 through 1643, 1700 through 1760, 1840 through 1972, 4000 through 4002, 4050 through 4069, 6000 through 6059, 6100 through 6206.

All other diesels are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead in Tow—

30 MPH.—1 through 4, 100.

50 MPH.—7, 11, 77 through 88, 91 through 99, 115 through 134, 137 through 142, 146 through 148, 160 through 161, 167 through 169, 229 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 450 through 545, 586, 593 through 595, 798, 799, 900 through 923, 934 through 940, 950.

60 MPH.—107 through 114, 156 through 159, 170 through 228, 429, 588 through 592, 952, 953.

65 MPH.—101, 106, 135, 136, 143 through 145, 149 through 155, 162 through 166, 300 through 309, 428, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620 through 622, 624 through 626, 628 through 630, 632 through 634, 636 through 638, 640 through 642, 644 through 646, 648 through 650, 652 through 654, 656 through 658, 660 through 666, 668 through 678, 680, 682, 684, 686 through 694, 696, 698, 700 through 707, 709 through 725, 727, 729 through 741, 743 through 760, 762, 796, 800, 801, 803 through 810, 812 through 821, 823 through 847, 849, 851, 853, 986 through 995, 1350 through 1365, 1500

through 1643, 1700 through 1797, 1799 through 1826, 1828 through 1830, 1833 through 1974, 1979, 1980, 1990 through 1998, 2000 through 2071, 2200 through 2254, 2500 through 2545, 3000 through 3039, 4000 through 4002, 4050 through 4078, 4081, 4083 through 4086, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4197, 4240 through 4246, 4250 through 4265, 5200 through 5208, 5424 through 5429, 5450 through 5459, 5470 through 5484, 5600 through 5641, 5650 through 5677, 6000 through 6059, 6100 through 6206, 6240 through 6255, 6400 through 6429, 6457 through 6471.

79 MPH.—1831, 1832, 1975 through 1978, 4360 through 4365, 5400 through 5423, 5460 through 5465, 5700 through 5714, 6430 through 6456, 6600 through 6613, 9700, 9701, 9703, 9705, 9707 through 9717, 9719, 9721, 9723 through 9729, 9732, 9733, 9735 through 9737, 9739 through 9745, 9747, 9749, 9750, 9752, 9754, 9756, 9758, 9760, 9762 through 9767, 9769, 9771, 9772, 9774 through 9778, 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794, 9800 through 9822, 9824, 9826, 9828, 9830, 9850 through 9863, 9900 through 9926, 9929 through 9954, 9964 through 9977, 9980 through 9995.

When road passenger diesel units 9762 through 9830 series are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

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

- Outfit cars
- Tie flats (GN X4800 to X4975, X4410)
- Scale test cars (next ahead of caboose) Except W.O. 3
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary Snow Plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats—NP 117002 to 117892 (BN 631661-631680)

4. Handling 80 Foot or Longer Cars—

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

When RCU (Remotely controlled Units) are in operation, such cars must be placed behind RCU units and as near the caboose as practicable.

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

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

80-foot or longer empty auto racks.

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

5. Rule 223 — Unless otherwise provided lights will not be displayed on train order signals on branch line subdivisions. Trains will be governed by the day indication of these train order signals.

6. Mountain Grade Operation—

Mountain Grade Territory is defined as grades of one and eight tenths (1.8) percent or greater.

Tons Per Operative Brake is defined as the gross tonnage of the train divided by the total number of cars having operative brakes. For example, total train weight 6,000 tons, total cars 100, all brakes operating—divide 6,000 by 100 and there are 60-tons per operative brake.

GENERAL RULES

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

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

Operative dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units, or any combination thereof, which totals 24 axles. Any units with operative dynamic brakes in excess of this 24 axle limit must be isolated.

Ninety pounds (90 psi) brake pipe pressure will be the standard pressure on all freight trains unless otherwise provided.

The brake pipe pressure maintaining feature must be used when locomotive is so equipped.

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

The speed of passenger trains, when passing the summit, must not exceed the maximum speed authorized for the descending mountain grade. If a stop is not made by use of train brakes at or closely in advance of the summit, a running brake test, as prescribed by Air Brake Rules, must be made before passing the summit.

Before passing summit of heavy descending grades, trainmen on freight trains must note by observation of the caboose gauge that the brake pipe pressure indicated is not less than 75 pounds. If the pressure is not within this limit, the train must be stopped, and the cause of the abnormal condition corrected before proceeding.

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

If stop is made on descending grade, sufficient time must be allowed to charge the train brake system before proceeding, which shall be not less than 10 minutes. If engine brake only is not sufficient to hold the train, hand brakes must be applied.

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

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

Unless otherwise specified, conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine must not shove against wooden underframe equipment.

Air must be cut in on all helper engines in accordance with Air Brake Rules, and engine must not be cut off while train is in motion.

TRAIN BRAKING REQUIREMENTS

(1.) Trains of 80 Tons or More Per Operative Brake

- A. Diesel Electric locomotives having dynamic brake in effective operating condition must be used.
- B. Diesel Electric locomotive used as operating unit must be equipped with a brake pipe pressure maintaining feature in operative condition.
- C. Not less than a minimum brake pipe reduction (5 to 7 psi) must be used in conjunction with dynamic brakes unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.
- D. Train speed must be effectively controlled with no more than a 15 psi brake pipe reduction.

(2.) Trains of less than 80-Tons Per Operative Brake

- A. Diesel Electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition must be used.
- B. Not less than a minimum brake pipe reduction (5 to 7 psi) must be used in conjunction with dynamic brakes

unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.

- C. Train speed must be effectively controlled with not more than a 15 psi brake pipe reduction.

(3.) Use of Retaining Valves

A. Unless otherwise specified, the use of retaining valves will not be required on trains operated in compliance with Items 1 and 2 of Train Braking Requirements.

B. Unless otherwise specified, when train speed cannot be effectively controlled in accordance with brake pipe reduction limitations specified in Items 1 and 2 of Train Braking Requirements, or when requested by engineer, retaining valves will be required as follows:

- (1) Trains of 80-tons or more per operative brake—Retaining valves must be used on all cars.
- (2) Trains of less than 80-tons per operative brake—Retaining valves must be used on not less than 50% of the total number of cars in train, beginning at head end of train.

NOTE: Retaining valves will be positioned as follows:

Loaded cars—H.P. Position (handle 45° from normal position)

Empty cars—L.P. Position (handle 90° from normal position)

- C. When retaining valves are used, train must be frequently observed for any indication of overheated wheels. Unless otherwise specified, stop to cool wheels need not be made if there is no indication of wheels overheating and in the judgment of the engineer and conductor, it is safe to proceed.

(4.) Control of Train Speed

In event of failure of dynamic brake, or for any other reason when train speed cannot be properly controlled, engineer must take prompt action to stop the train, and before proceeding, take corrective action to permit safe operation of the train.

7. Log Instructions:

- A. Log handling instructions pertaining to specific subdivisions are contained in that Subdivision's special instructions.
- B. Consolidated Code Rule 805 (E) will not apply to trains handling only logs in consist.
- C. Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading.
- D. Cable binders, when not in use or after being cut must be securely fastened to deck of car to avoid possibility of loss or catching in switch points.
- E. Lost logs must be reported and when they obstruct traffic or other tracks, or damage roadway, train must be stopped, prompt action taken to protect other trains and effort made to clear obstruction. Special precautions should be observed to avoid logs falling from cars when using overhead crossings.
- F. Trains handling logs must, when running between stations, have a trainman stationed on rear platform or in coupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars and obstruct other tracks, take prompt action to protect trains in case of obstruction. After dark such trainman must be provided with lighted electric lamp or lantern or fuses to watch for logs.
- G. A careful running inspection must be made before entering tunnels or if visibility is such as to prevent a good running inspection, stop for inspection must be made prior to entering tunnels.
- H. Cars requiring log orders will not be handled in trains after dark except as provided for by specific Subdivision special instructions.
Side stake log flat cars will no longer be equipped with running boards between deck ends.
Employees are prohibited from passing over side stake log cars from end to end whether the cars are loaded or empty.

Movement by Log Order:

- I. SINGLE TRACK:** Trains handling cars requiring log orders must be standing when meeting or being passed by another train.
- J. DOUBLE OR TWO-MAIN TRACK:** Conductor will notify train dispatcher when he has cars in train requiring log orders:
 - (1.) Unless otherwise provided, orders will be issued holding opposing trains, except work trains, at the next station.
 - (2.) Unless otherwise provided, log trains must not meet or be passed by trains, except work trains, between stations; must be standing when passenger trains pass, and if practical, must be standing when freight trains are passing. If not practical, pull by standing freight trains at reduced speed.
 - (3.) When meeting or passing work trains between stations, one train, when practicable, must be standing.

Restrictions:

K. Unless otherwise provided in the "exceptions," logs, wood bolts or veneer blocks will not be handled on log flat cars without permanent steel stakes unless loaded in conformity to following instructions:

- (1.) Such loads must be secured with at least two log binder cables or two 2" x .050" high tension steel bands, or two 1 1/4" x .065" high tension steel bands with binder or steel bands placed not less than 24" from ends of all top logs, blocks or bolts. Bands or cables must extend around entire load. In addition, where logs of less than full length are loaded on top of so-called "bunk log", there must be additional binder cables or bands as necessary so that cables or bands will be not less than 24" from each end of such short logs. Bands and cables must be tight.
- (2.) Top or "Peaker" logs will not be handled on loads of thirteen or more logs in order that binders will bear on all outside logs instead of being held away from sides of logs by top log. Cars must not be accepted for movement when loaded to a height exceeding 13 feet above top of rail, except where height of not more than one log extends above 13 foot limit to a maximum height of not more than 14 feet above top of rail. Width of load must not exceed that authorized by clearance tables and knots or limbs must not extend beyond maximum width of car.

L. Loaded log flat cars in N.P. 121,000 series (BN 632400-632589) require log orders.

Exceptions:

The following equipment, when loaded in conformity to these instructions, may be handled without log orders:

M. Permanent steel side stake log cars:

- (1.) Bands are not required when all logs are loaded with more than 1/4 of their diameter below top of stakes. When loaded with less than 1/4 of their diameter below top of stakes, bands are required as per Item N (2).
- (2.) Inside logs must have good lay and no short logs near car ends or used as top logs. Short length logs must have good lay on at least two bunks and outside logs held in place by at least 2 stakes per side.

N. Gondolas and Skeletonized gondolas:

- (1.) Bands or stakes are not required when outside logs are loaded with more than one-third their diameter below top side of gondola. Inside logs must have a good lay with four inches of log below end of gondola.
- (2.) Two 2" x .050" or two 1 1/4" x .065" high tension bands, or two cable binders per pile of logs must be used when outside logs are loaded with 1/4 or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6' from ends of logs, being around and over all logs with 1/4 or more of log above gondola sides. When short logs are loaded above gondola sides such logs must be secured as above by at least two bands.
- (3.) When loaded in gondolas, two 8-ft. stakes, with stake ties consisting of 5 strands of No. 9 gauge wire or one 1/2" x .035" band around each pair of stakes at top of load on

each side of and two 2" x .050" or two 1 1/4" x .065" bands per pile of logs may be used with logs loaded one foot below top of stakes, with 5 strands No. 9 wire or 1/2" band across top of load between stakes. Diameter of stakes should be as specified in General Rule 10, Section 1 of the AAR loading rules.

- (4.) When loaded in gondolas, four 8 foot stakes on each side of each pile may be used with 5 strands of No. 9 gauge wire or one 1/2" band over top of load and around each pair of stakes. No bands around logs are required. Diameter of stakes should be as specified in General Rule 10, Section 1 of the AAR loading rules.
- (5.) Eight foot logs loaded crosswise in gondola cars must have side protection of wire mesh or boards per Fig. 11 of the AAR Loading Rules unless that portion loaded above gondola side is made up in bundles of not more than 1 1/4 cords, secured with two 1/2" x .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, 8 foot pulpwood of uniform size must be placed vertically to provide a solid wall at each end of car and these vertical pieces secured with one 1/2" x .028" high tension band encircling all of the vertical pieces in figure 8 fashion so as to prevent lateral motion.

8. The following Rules of the Uniform Code of Operating Rules apply in Canada:

ENGINE WHISTLE SIGNALS

Rule 14. (k-a) 0 0 —

Answer to 15k

Rule 98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railway crossings at grade and drawbridges, at restricted speed.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed thirty-five miles per hour at interlocked railway crossings at grade until the entire movement has passed the crossing.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed twenty-five miles per hour at interlocked drawbridges until the entire movement has passed the drawbridge.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

Rule 99 outside ABS territory, when a train is moving under circumstances in which it may be overtaken by another train, lighted fuseses must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection:

In daytime, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train.....at least 1000 yards:

At other times and places, if there is no down grade toward train within one mile of its rear.....at least 1500 yards:

If there is a down grade toward train within one mile of its rear.....at least 2000 yards.

The flagman must, after going back a sufficient distance from train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position. If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged. Torpedoes so placed must not be removed.

The front of a train must be protected in the same manner when necessary.

Within ABS territory, when a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, protection against following trains will have been afforded when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected. When necessary to protect against trains moving in the opposite direction, flag protection provided for outside ABS territory must be provided, except that on single track where there are at least two block signals to the front governing opposing trains, protection will have been afforded a standing train when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.

Both outside and within ABS territory, when a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

After taking up position at the distance required, flagman must remain at that point until recalled or relieved and safety of the train will permit. Flagman must always on the approach of a train display stop signals.

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returned, and while returning to his train, a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

Flagmen must each be equipped for daytime with:

- A red flag on a staff,
- At least eight torpedoes and
- Seven red fusees; and

For nighttime and when weather or other conditions obscure day signals,

- A white light,
- A supply of matches,
- At least eight torpedoes and
- Seven red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

Rule 40. (a) Before undertaking any work which may render the main track unsafe for movement at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for daytime with:

- A red flag on a staff,
- At least eight torpedoes and
- Seven red fusees; and

For nighttime and when weather or other conditions obscure day signals,

- A red light,
- A white light,
- A supply of matches,
- At least eight torpedoes and
- Seven red fusees.

Rule 43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rule 40 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag, and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

Rule 45. In providing protection each main track must be regarded as a track which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rule 43 must be placed to the outside of the track affected and not between the two main tracks.

Rule 46. When flags or lights are placed as set forth in Rules 43 and 45 they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

Rule 47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

Rule 48. Torpedoes must not be placed near stations nor on public crossings at grade.

Rule 49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

9. The time for points in the U.S. shown in this timetable reflect the standard time established by the Uniform Time Act of 1966. The times for points in Canada shown in this timetable reflect Canadian Pacific Standard Time.
10. RULES 200 AND 83(B) and other rules pertaining to authority for, and signature on, train orders and clearances are modified to permit train orders and clearance to be issued by the authority and over the signature of the Chief Dispatcher.
11. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
12. At any 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.
13. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains. When a hot box detector is out of service, the provisions of Rule 240-T, pages 114-118 of the Consolidated Code of Operating Rules will be suspended for defective equipment indicator associated with such hot box detector.
14. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, liquid petroleum gases, radioactive or fissionable material, poisons or chemicals) conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew

members must stay out of the danger area and guard against people entering the area. Call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

15. (a.) Remote Control Unit Operation:

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

(b.) Repeater Relay Air Car Operation:

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

SPOKANE DIVISION

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speed Permitted	
Zone—Between	Passenger	Freight
Conkelley and Troy.....	40 MPH.	60 MPH.
Through Flathead Tunnel.....	40 MPH.	35 MPH.
Columbia Falls No. 81 and 82 passing station.....	45 MPH.	85 MPH.

Trains or engines through No. 20 turnouts at following locations:

Ends of double track.

East and west siding switches at:

Vista	Troy	Wolf Prairie
Lupfer	Brimstone	Tamarack
Ripley	Twin Meadows	Fisher River
Libby	Rock Creek	Riverview
Kootenai Falls		

West yard lead switch Whitefish.

2. Heavy Cars—

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long.....	315,000 lbs.
On Subdivisions 11 and 12.....	220,000 lbs.
On Subdivision 18.....	177,000 lbs.

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

Conkelley—Rule 83(B) does not apply to Westward trains.

All trains must obtain clearance Form A at Whitefish.

Whitefish—Montana Division trains must secure their Montana Division clearance at Whitefish which will clear their train at Conkelley.

All trains between Whitefish, Montana and Conkelley, Montana will operate on Montana Division train orders and clearances.

4. ABS signal at east switch Rock Creek will indicate Stop when east portal door of Flathead tunnel is open or when flushing cycle is in progress. When stopped by a stop indication at this point Dispatcher must be contacted before proceeding.

5. 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.

6. At Columbia Falls, Montana—Trains from Seventeenth Subdivision must not enter main track on First Subdivision until permission is received from dispatcher.

SPOKANE DIVISION

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Sandpoint and Cheney	75 MPH.	65 MPH.
At Spokane through U.P. interlocking.....	25 MPH.	25 MPH.
Yardley and Marshall, both tracks between 1400 ft. west of MP 70 and MP 1 (East and West Spokane Depot)	25 MPH.	25 MPH.
Yardley and Marshall, both tracks with current of traffic.....	60 MPH.	60 MPH.
Yardley and Marshall, against current of traffic	59 MPH.	49 MPH.
Except Marshall and MP 2.....	50 MPH.	49 MPH.
MP 2 and MP 1.....	80 MPH.	80 MPH.
Marshall and Cheney (west switch).....	60 MPH.	60 MPH.
Over public crossings within corporate limits:		
Cheney	85 MPH.	85 MPH.

2. Bridge and Engine Restrictions—

Bridge 3.2 between Sandpoint and Algoma:

 Across entire bridge

3. Heavy Cars—

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long	315,000 lbs.
On Subdivisions 11 and 12.....	220,000 lbs.
On Subdivision 18	177,000 lbs.

4. Train Register Stations—

Yardley, for trains originating or terminating.

Marshall, regular trains register by ticket.

5. Clearance Provisions and Exceptions Rules 83(B)—

Sandpoint.

Hauser, trains from Ninth Subdivision.

Yardley, trains cleared at Spokane will not require clearance.

Spokane, first class trains secure clearance.

Marshall, trains from Thirteenth Subdivision and Portland Division Seventeenth Subdivision running with the current of traffic will not require clearance if train order signal indicates proceed.

Cheney will not be considered an initial station for through trains moving to or from Portland Division First Subdivision to or from Spokane Division Second Subdivision.

6. Spring Switches—

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

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

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

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

Marshall, west switch of siding with facing point lock equipped for switch key signal operation.

7. Interlocking—

Spokane—U. P. Interlocking—Engine whistle signals:

WESTWARD	
From old main to old main.....	1 long, 1 short, 1 long.
From old main to westward main.....	4 short.
From old main to Erie St. yard.....	3 long.
From westward main to westward main.....	4 short.
From westward main to Erie St. yard.....	3 long.
From eastward main to westward main.....	4 short.

From eastward main to Erie St. yard.....3 long.
 From Fairground to westward main.....4 short.
 From Fairground to Erie St. yard.....3 long.

EASTWARD

From old main to old main.....1 long, 1 short, 1 long.
 From Erie St. yard to eastward main.....2 long, 2 short.
 From Erie St. yard to Fairground.....3 long.
 From Erie St. yard to old main.....1 long, 2 short, 1 long.
 From westward main to eastward main.....2 long, 2 short.
 From westward main to old main.....1 long, 2 short, 1 long.
 From westward main to Erie St. yard.....3 long.
 From eastward main to eastward main.....4 short.
 From eastward main to Fairground.....3 long.
 From eastward main to old main.....1 long, 2 short, 1 long.

Marshall Interlocking—Whistle signals:

WESTWARD:

Westward main to Second Subdivision
 single track3 long, 1 short.
 Fourteenth Subdivision1 long, 2, short, 1 long.
 Siding1 long, 1 short, 1 long, 1 short.
 Scribner connection1 long, 1 short, 1 long.

EASTWARD:

Eastward main track.....4 short.

Whistle signals, prescribed by Rules 15(r) and (s) are to be used by Fourth Subdivision and Thirteenth Subdivision trains between Scribner and Marshall and at Marshall, as occasion requires.

8. Between Irvin and Yardley—

Trains and engines stopping clear of crossings where five minute time cut-out 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.

9. At Yardley—

Time of first class trains applies at crossover Havana Street. Yard engines desiring to move through interlocking at Havana Street or Parkwater must call Train Dispatcher on phone and advise route to be used.

When necessary to switch over dual control switches from switching lead to yard, from westward main track to yard at Havana Street, from north main track to yard, from eastbound yard lead connection to south main track, or on south main track to single track at Parkwater, authority must be obtained from the Train Dispatcher. He will position and lock dual control switches as required and then display a flashing red signal indication on the signal involved.

Switching operations can be carried on continuously while signals are flashing red. A member of the switch crew must promptly inform the Train Dispatcher when switching operations have been completed. When a steady red (STOP) indication is displayed, the track between interlocking signals must be cleared immediately and the Train Dispatcher contacted for further instruction.

Eastward trains, on the time of superior trains, are authorized to proceed on main track through to beginning of CTC at Parkwater if governing eastward Interlocking Signal at Havana Street indicates proceed.

Westward trains, on the time of superior trains, are authorized to proceed on main track through to Havana Street Interlocking if governing westward Interlocking Signal, located at end of CTC limits, Parkwater, indicates proceed.

The North Main and South Main Tracks between Irvin and Parkwater are signaled for train movements in either direction. Westward trains departing Yardley via old main track will not enter the main track without securing authority from the Train Dispatcher.

10. At Spokane—

It is unlawful for any person operating any locomotive within city limits to sound, or permit to be sounded, the whistle thereof

except to prevent accident not otherwise avoidable, or to signal an interlocking plant, or to communicate with a flagman.

11. At Marshall—Time of first class trains applies at end of double track.

Eastward extra trains will not require double track clearance or train order authority to move with current of traffic to Spokane or Yardley if train order signal indicates proceed. Operator must secure authority from train dispatcher before admitting eastward extra trains to double track.

12. Sidings—

Sandpoint: Siding west of Kootenai station sign.
 Cheney: passenger trains required to take siding, unless otherwise provided, will use the Eighth Subdivision main track between the crossover east of passenger station and west main track switch as siding.

13. Yard Limits—

Tracks between yard limit signs east of Yardley and west of Spokane operated as one yard.

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

SPOKANE DIVISION

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Troy and Fort Wright.....	60 MPH.
Albeni Falls Spur and Diamond Match Mill.....	10 MPH.
Mead, over switches and frogs on curves Aluminum Plant	5 MPH.

Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at reduced speed.

Spokane, public crossing Howard Street	12 MPH.
other public crossings	20 MPH.

35 MPH.—Trains or engines through No. 20 turnouts at following locations:

East and west siding switches at:		
Troy	Bonners Ferry	Scotia
Yakt	Naples	Camden
Leonia	Sandpoint	
Crossport	Laclede	

End of double track at Dean.

25 MPH.—Trains or engines through No. 15 turnouts at following locations:

East and west siding switches at Elmira.

2. Heavy Cars—

Cars heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over	
52.5 ft. long	315,000 lbs.
On Subdivisions 11 and 12.....	220,000 lbs.
On Subdivision 18	177,000 lbs.

3. Train Register Exceptions—

Ft. Wright all trains will register by ticket. Spokane, only first class trains and trains originating or terminating at passenger station will register.

SPOKANE DIVISION FOURTH SUBDIVISION

- Troy and Hillyard, First class trains register by ticket.
Register of regular trains at Hillyard will cover their arrival at Dean.
4. Trains at Mead must not enter main track until permission is received from train dispatcher. At Dean, a proceed indication on eastward absolute signal at end of double track will confer authority to eastward inferior trains to run ahead of eastward superior trains to station Dean.
 5. Clearance Provisions and Exceptions Rule 83(B).
Fort Wright. Eastward trains will not require a clearance or train order authority to move with current of traffic to Spokane or Hillyard if train order signal indicates proceed.
 6. Crossovers on Double Track—

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 278 west of Spokane passenger depot.	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 278 west of Spokane passenger depot.
	MP 1478.41 west of Br. 278, Spokane.
	MP 1467.2 east of East Switch, Mead.
 7. Manual Interlocking—
Fort Wright. End of double track and Fourth Subdivision Jet. Whistle signals for routes:

Main Track	1 short, 1 long.
Main Track Third Subdivision	1 long, 1 short.
Siding	2 long, 1 short.
 8. Manual Interlockings with Dual Control Switches—
Hillyard. End of double track and yard lead switches east and west of yard controlled by operator in yard office.
The interlocking limits on main track extend from the westward absolute signals at east end of yard to eastward absolute signals at west end of yard.
After receiving proper signal indication and entering interlocking signal limits at east and west end Hillyard, switching movements may be made between these interlocking signals and Rule 612 will not apply.
Whistle signals for routes west end of yard:
Eastward trains,
To main track 1 long, 1 short, 1 long.
To yard 1 long, 1 short.
Westward trains,
To westward main track 1 long.
To eastward main track 2 long, 1 short.
 9. Automatic Interlockings Not Indicated at Station—
UP RR. crossing 1.19 miles east of Spokane.
Push buttons located on absolute signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked.
Dean. End of double track.
 10. Spokane, City Ordinance prohibits sounding engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.
 11. Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.
 12. Mead—
Due to low clearances overhead on coke unloading track at unloading building at Kaiser Aluminum Company Plant, this track is not to be used for any purpose other than handling of coke cars.

1. Speed Restrictions—

Zone—Between	Maximum Speed Permitted
Fort Wright and Scribner.....	Freight 60 MPH.
25 MPH.—Through turnouts at Scribner and East End Overlook.	
2. Heavy Cars—
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long	315,000 lbs.
On Subdivisions 11 and 12.....	220,000 lbs.
On Subdivision 18	177,000 lbs.
3. Register Exceptions— At Fort Wright all trains register by register ticket.
4. Clearance Provisions and Exceptions Rule 83(B)—
Scribner will not be considered an initial station for through trains moving to or from Portland Division Seventeenth Subdivision to or from Spokane Division Fourth Subdivision.
5. At Scribner—Normal position of junction switch is for the Fourth Subdivision.
Whistle signal one short, one long and one short will be sounded to call for route to Marshall.
Operators at Scribner will handle junction switch for Marshall route when on duty.
The end of track circuit governing eastward automatic block signal 867.4 at Scribner is located 7000 feet west of that signal, and junction switch cannot be operated to admit an eastward train to enter Marshall route until such train has entered the westerly limit of this bonded circuit. Trains will approach this junction switch at reduced speed to enable operator to line switch.

SPOKANE DIVISION FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speed Permitted
Fort Wright and Wenatchee.....	Freight 60 MPH.
Between Fairchild and Geieger Field: All trains on straight track.....	15 MPH.
on curves and public crossings.....	8 MPH.
Ephrata, 2.2 miles east of, Air Base Washington spur	8 MPH.
35 MPH.—Trains or engines through No. 20 turnouts at following locations.	
Ends of double track, East and west siding switches at:	
Edwall	Columbia River
Wilson Creek	Malaga
Odessa	Gibson
Adrian	
Jet. Switch Fort Wright, Wenatchee #1 crossover. 25 MPH.—Trains or engines through No. 15 turnouts at following locations:	
Both siding switches at:	
Lyons	Quincy
Ephrata	Trinidad
Naylor	
East and West crossover switch West end of yard Wenatchee.	
2. Heavy Cars—
Cars heavier than the following not permitted without authority of Superintendent:

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

- EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over
52.5 ft. long 315,000 lbs.
On Subdivisions 11 and 12..... 220,000 lbs.
On Subdivision 18 177,000 lbs.
3. **Train Register Exceptions—**
Fort Wright, all trains register by ticket.
 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Fort Wright, Train may proceed on authority of clearance under which such train arrives.
Within CTC district Rule 83(B) does not apply.
 5. **Crossovers on Double Track—**
Trailing point.
MP 1535.6—7.3 miles west of Harrington.
MP 1539—4.4 miles east of Lamona.
 6. At Fairchild Air Force Base, where spur track crosses the approach of the NE-SW airplane runway, two-color light signals, one each direction, displaying red above red for "Stop", and yellow above red for "Proceed", are under the control of operator at Air Base Tower, governing train and engine movements across runway approach.
If signal indicates "Stop" and does not change to "Proceed" within reasonable length of time and no evidence that runway is to be used by planes, trainmen will use air police telephone located at Gates 21 and 22 on the East fence of Fairchild Air Force Base to call air police telephone switchboard and ask for base operations dispatcher, who, in turn, will secure information and advise train crew members whether or not they are to proceed on a "Stop" signal.
Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.
 7. **Heavy Car Restrictions—**
Malaga, jumbo hopper cars are not to be handled through the run-around track 9-A at Alcoa Plant, due to the curvature of the turnout.
 8. **Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions)
Ft. Wright to Wenatchee, MP 1623-1624, inc.
 9. At Wenatchee, engine whistle must not be sounded except to prevent an accident not otherwise avoidable.
Peshastin Lumber and Box Co. spur located at MP 1645.9, one mile east of crossover at east end of Wenatchee, main track switch not equipped with electric lock, Rule 268(A) applies.

SPOKANE DIVISION

SIXTH, SEVENTH, TENTH, ELEVENTH, TWELFTH, SIXTEENTH, SEVENTEENTH, EIGHTEENTH SUBDIVISIONS

1. Speed Restrictions—	Zone—Between	Maximum Speeds Permitted
	Troup Jct. and Dean.....	35 MPH.
	Northport, wye track.....	8 MPH.
	Dolomite, spur tracks.....	10 MPH.
	Northport to Troup Jct., handling logs.....	15 MPH.
	Kettle Falls to Dean, handling ore.....	30 MPH.
	Kettle Falls and Republic.....	30 MPH.
	Spokane and Coeur d'Alene.....	25 MPH.
	Spokane and Moscow.....	25 MPH.
	Spokane, Crestline St., UP and MILW. Crossings.....	15 MPH.
	Millwood, public crossing.....	4 MPH.
	Moscow, through city limits.....	10 MPH.
	Spring Valley and Manning.....	25 MPH.
	Columbia River and Mansfield.....	30 MPH.
	Columbia Falls and Somers.....	40 MPH.
	Kalispell, over main street crossing.....	5 MPH.
	Bonnars Ferry and Port Hill.....	10 MPH.

2. **Clearance Provisions and Exceptions Rule 83(B)—**
BN Clearance received at Nelson will clear train at Troup Jct. Kettle Falls, all trains must obtain Clearance.
Tenth Subdivision trains destined Coeur d'Alene must obtain Milwaukee clearance at Spokane, returning obtain Milwaukee clearance at Coeur d'Alene.
Eleventh subdivision trains destined Moscow will obtain their U. P. clearance at Dishman, on return trip obtain U. P. clearance at Fairfield.
All trains between Columbia Falls, Montana and Somers, Montana on the Seventeenth Subdivision, will operate on Montana Division train orders and clearances.
Twelfth Subdivision trains register Rosalia originating and terminating.
3. **Engine and Heavy Car Restrictions—**
Between Bonnars Ferry and Port Hill GP-7 and GP-9 class heaviest permitted, additional units must be separated by not less than 5 cars. Also empty buffer car to be used behind these engines when operated on Eighteenth Subdivision.
Cars of 100-ton capacity or larger are restricted from use on Sixteenth and Eighteenth subdivisions.
Hopper cars GN series 70600 to 70799 (BN 510000-510199) are restricted from use on Eleventh, Twelfth, Sixteenth and Eighteenth subdivisions.
Eighty-five (85) foot flat cars cannot be used between Garfield, Washington and Moscow, Idaho.
Wrecking derricks are not to be run on the Eleventh, Twelfth and Eighteenth subdivisions.
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over
52.5 ft. long 315,000 lbs.
On Subdivisions 11 and 12..... 220,000 lbs.
On Subdivision 18 177,000 lbs.
4. **Restricted Clearances—**
Bridges C 7.7, 7.8 and 7.9 3200 feet west of Millwood, restricted side clearance.
Spokane, bridges 1.3 and 1.6 will not clear man on top or side of engine or car.
Post Falls, Idaho, restricted side and overhead clearance at the chip loader, Georgia Pacific Spur. The lateral restricted clearance extends for 250 feet parallel to the track on this spur, employes must be extremely careful in this area.
5. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman. Indications of these signals supersede the superiority of trains between these points. When a Stop-indication is displayed on one of the signals a member of the crew must communicate with the operator and be governed by his instructions in accordance with Rule 509.
6. Northport-Waneta, Laurier-Danville, trains must not pass International Border without permission of Customs and Immigration Inspectors.
7. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction and Boundary, U.S., between Laurier, Wash. and Danville, Wash.
8. Coeur d'Alene, 11th Street and Mullan Ave., 15th Street and Mullan Ave. 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.
Coeur d'Alene, train and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill crossing.
Spokane, Trent Avenue crossing protected by watchman 7:00 a.m. to 11:00 p.m. daily, outside these hours a member of the crew must be on the ground at crossing to protect the movement.
9. **Manual Interlockings—**
Crossing, 1.8 miles east of Spokane. Whistle signal for BN to U.P. main track, two long 1 short. Trains from Eleventh

Subdivision to U.P. tracks will be governed by signal at base of westward two-arm interlocking signal.

10. **Gate Protected Railroad Crossings—**
U.P.R.R. Crossing 0.5 miles west of Thornton, normal position of gate is stop for BN.
11. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between points shown below.
Bonners Ferry and Port Hill
Spokane and Spokane Bridge
U.P. Junction at Fairfield and Moscow
Spring Valley and Manning
Columbia Falls and Somers
Columbia River and Mansfield
Kettle Falls and Troupe Jct.
Boys and Republic
12. Item 8 of All Subdivisions applies in Canada.
13. The times for points in the U.S. shown in this timetable reflect the standard time established by the Uniform Time Act of 1966. The times for points in Canada shown in this timetable reflect Canadian Pacific Standard Time.
14. **Handling 80 Foot or Longer Cars—**(See All Subdivision Special Instructions)
6th Subdivision, Nelson to Dean, MP 101-194, inc.
7th Subdivision, Kettle Falls to Republic, MP 4-29 inc.
10th Subdivision, Coeur d'Alene to Spokane, entire.
11th Subdivision, Spokane to Moscow, MP 31-90 inc.
12th Subdivision, Spring Valley to Manning, MP 43-74, inc.
16th Subdivision, Mansfield to Columbia R., MP 14-33, inc.

SPOKANE DIVISION EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Cheney and Odair.....	85 MPH.
Except Davenport to Eleanor	
Davenport to MP 3.....	25 MPH.
MP 3 - Eleanor.....	10 MPH.
MP 117 and MP 121 (Between Bacon and Adco).....	10 MPH.
Odair and MP 146 (Except between MP 117 and MP 121).....	20 MPH.
Over public crossings within corporate limits:	
Cheney, Reardan	35 MPH.
Medical Lake, Wilbur	25 MPH.
Davenport, Creston, Almira, Hartline, Coulee City	30 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.	
2. **Bridge and Engine Restrictions:**
Cars weighing over 177,000 pounds must be separated from engine.
Engines and cars shall not pass over Bridges 117, 118 and 118.1 without the authority of the Chief Engineer.
Diesel Engine U25C, U28C, U38C and SD45 series not permitted between Odair and Adco and between Davenport and Eleanor.
Wrecking Derricks 150 ton and larger, Pile Drivers NP 25 to 34 inc., and Diesel Engines series U25C, U28C and SD45 Series
 Over bridges 15 MPH.
3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long 315,000 lbs.
On Subdivisions 11 and 12..... 220,000 lbs.
On Subdivision 18 177,000 lbs.

4. **Train Register Exceptions—**
Davenport, Register when directed by train order.
5. **Yard Limits—**Trackage between yard limit signs east and west of Odair including that serving Coulee City operated as one yard.
6. **Derail Switches on main track—**
Eleanor.....Ninety feet east of east switch.
7. **Sidings, except at Davenport, Creston, and Bacon, are also used as industrial tracks.**
8. **At Cheney—**Trains will not pass signal located on east leg of wye until main track switch is lined for eastward movement and will be governed by Rule 509. When signal indicates "Proceed", Rule 518 does not apply.
9. **At Odair—**Normal position of main track switches is for the through route to Adco via the short leg of the wye.
10. **At Adrian—**Normal position of switch of connection at east end of the siding is for the siding.
11. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Cheney and Coulee City, including Davenport to Eleanor and Coulee City to Odair.
12. **Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions)
Cheney to Adco, MP 1-2, inc.

SPOKANE DIVISION NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Coeur d'Alene and Hauser.....	20 MPH.
Diesel engine units and cars in excess of 243,000 lbs.	15 MPH.
Over public crossings within corporate limits:	
Coeur d'Alene	6 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.	
2. **Bridge and Engine Restrictions—**
Diesel Engines U25C, U28C, U38C and SD45 series not permitted.
250 Ton Wrecking Cranes over bridges..... 10 MPH.
3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long 315,000 lbs.
On Subdivisions 11 and 12..... 220,000 lbs.
On Subdivision 18 177,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Coeur d'Alene.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.
6. **Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions)
Coeur d'Alene to Hauser, MP 11-12, inc.

SPOKANE DIVISION
THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Marshall and Howell.....	40 MPH.
Howell and Kendrick, Mountain Grade—	
Descending	20 MPH.
Ascending	30 MPH.
Kendrick and Arrow.....	40 MPH.
Within corporate limits:	
Spangle—over Third Street only.....	25 MPH.
Rosalia	30 MPH.
Oakesdale—over public crossings only.....	25 MPH.
Garfield	25 MPH.
except over public crossings.....	20 MPH.
Palouse	25 MPH.
Pullman	15 MPH.
Moscow	20 MPH.
except over public crossings.....	12 MPH.

2. **Bridge and Engine Restrictions—**
Wrecking Cranes, Pile Drivers and cars weighing over 177,000 pounds must be separated from engine.
250-ton Wrecking Cranes—
Over all Bridges 10 MPH.
Diesel Engines U25C, U28C, U38C and SD45 series.
Over all Bridges 20 MPH.
Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds, with speed over all bridges restricted to..... 10 MPH.
Cars over 40 feet long and weighing between 177,000 pounds and 220,000 pounds over Bridges 28, 58, 102, 102.1, 105 and 107.1..... 20 MPH.
Cars over 40 feet long and weighing between 220,000 pounds and 263,000 pounds over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2..... 10 MPH.

3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long..... 263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over 52.5 ft. long..... 315,000 lbs.
On Subdivisions 11 and 12..... 220,000 lbs.
On Subdivision 18 177,000 lbs.

4. **Train Register Exceptions—**
At Marshall, all trains will register by ticket, and will be furnished check of register.
At Troy for westward trains, when operator is not on duty. To be used for spacing trains.

5. **Clearance Provisions and Exceptions Rule 83(B)—**
At Pullman, all westward, and at Lewiston or East Lewiston, all eastward BN trains using CP track between Arrow and Lewiston must secure both BN and CP clearances.
At Arrow, eastward trains.
Trains register Rosalia originating and terminating only.

6. **Camas Prairie Clearance—**
The following governs the issuing of Camas Prairie R. R. and BN train orders and clearances to BN trains, operating between Arrow and Lewiston over Camas Prairie Railroad.
Train orders and clearances must bear the heading of the issuing railways. In case BN stationery is used by the Camas Prairie, train orders and clearances must be stamped "Camas Prairie Railroad." This in order to avoid any possible confusion in train orders and clearances of the respective railways.

Camas Prairie train orders must not be issued to BN trains at any station between Marshall and Arrow, except Pullman, and BN train orders must not be issued to BN trains between Lewiston and Arrow, except at Lewiston or East Lewiston.
In case of failure of means of communication between Pullman and Lewiston, and during the time no train dispatcher is on duty at Lewiston, operator at Pullman may issue Camas Prairie clearance and operators at Lewiston or East Lewiston, may issue BN clearance in accordance with Rule 220(A), endorsing clearance "wire failure".

7. **Yard Limits—**
Tracks between yard limit signs east of Pullman and west of Pullman Jet. operated as one yard.

8. **Sidings, at Spangle, Rosalia, McCoy, Eden, Whelan, Pullman, Sunshine, Troy, Kendrick and Juliaetta are also used as industrial tracks. At Arrow, used for storage and interchange.**

9. **Pusher District—Between Lewiston and Moscow.**

10. **Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)**
Between Kendrick and Howell.

11. **Between Kendrick and Juliaetta automatic block signals in conjunction with detector fence.**
Westward signal No. 1181 located 4540 feet east of MP 114 is a fixed approach signal displaying Indication, 240-C, Figure 3.
Westward signal No. 1187 located 1540 feet east of MP 114 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3.
Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 240-C, Figure 3.
Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3.

12. **At Marshall—Train order signal does not govern trains moving to Thirteenth Subdivision.**
Thirteenth Subdivision trains will use whistle signal—Rule 15(t) or (u) as occasion requires, instead of 15(d) or (e) for recall of flagman.
Second Subdivision instructions govern.

13. **At Palouse—WI&M Ry. will deliver cars on track No. 1. BN. Delivery to WI&M Ry. will be made on river track by eastward trains, and on either track 2 or 3 by westward trains. Engines must not go beyond a point 100 feet east of former Great Northern frog at WI&M.**

14. **At Whelan—Impaired side clearance between main track and siding and between siding and warehouse.**

15. **At Moscow—Trains are authorized to cross over UP main track in movements to and from the Eleventh Subdivision interchange track; governed by Rule 93.**

16. **At Troy—Rule 221 is amended as follows:**
The normal indication of the train order signal for westward trains when operator on duty is stop, except when changed to proceed for a train for which there are no train orders and when there is no preceding train between Troy and Kendrick.

17. **Between Troy and Kendrick—Rules 91 and 91(a) for westward trains, are amended as follows:**
At Troy, when operator goes off duty, he will enter on the register the record of any westward train which has not been reported clear at Kendrick, showing departing time, and following westward trains will register, and must not depart for at least 30 minutes behind preceding train.
At Kendrick—The operator shall not report a westward train clear at that station until the rear of the train has passed the train order signal 300 feet or the train is into clear on the siding.
At Troy—The operator must not clear a westward train until the operator at Kendrick has reported the last preceding train clear. If means of communication fail and last preceding train not reported clear at Kendrick, operator shall space trains 30 minutes apart, endorsing clearance "wire failure" and also the time the train may go.

18. **Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions)
Marshall to Arrow, MP 47-111, inc.

SPOKANE DIVISION

FOURTEENTH SUBDIVISION

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Pullman Jct. and Genesee..... 40 MPH.
except over public crossings within corporate limits:
Colton and Uniontown..... 30 MPH.
At Genesee—on wye tracks..... 5 MPH.
Advance-warning signs are located 1500 feet in advance of
Reduce speed signs.
- Heavy Cars—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over
52.5 ft. long.....315,000 lbs.
On Subdivisions 11 and 12.....220,000 lbs.
On Subdivision 18177,000 lbs.
- Clearance Provisions and Exceptions Rule 83(B)—**
Clearance issued at Pullman will also apply at Pullman Jct.
At Genesee, clearance not required.
- Sidings, except at Colton, are also used as industrial tracks.**
- Yard Limits—**Tracks between yard limit signs east of Pullman
and west of Pullman Jct. operated as one yard.
- Unless otherwise provided, protection against following trains as
required by Consolidated Code Rule 99 is not required.

SPOKANE DIVISION

FIFTEENTH SUBDIVISION

- Speed Restrictions—** Maximum Speed Permitted
Zone—Between
Wenatchee and Keremeos 50 MPH.
- Heavy Cars—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4 and 5, cars over
52.5 ft. long.....315,000 lbs.
On Subdivisions 11 and 12.....220,000 lbs.
On Subdivision 18177,000 lbs.
- Oroville-Keremeos trains must not pass International Border
without permission of Customs and Immigration Inspectors.
- Canadian Maintenance of Way Flagging Rules 41 and 44 apply
between Keremeos and Chopaka.

SPOKANE DIVISION

NINETEENTH SUBDIVISION

- Speed Restrictions—** Maximum Speed Permitted
Zone—Between Freight
Stryker and Riverview..... 60 MPH.
35 MPH.—Trains or engines through No. 20 turnouts at fol-
lowing locations:
End of double track.
East and west siding switches at:
Stonehill Ural Volcour
East siding switch Fortine.
25 MPH.—Trains or engines through No. 15 turnouts at follow-
ing locations:
West siding switch Tobacco.
- Heavy Cars—**
Cars heavier than the following not permitted without authority
of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4, 5 and 19 cars
over 52.5 ft. long.....315,000 lbs.
On Subdivisions 11 and 12.....220,000 lbs.
On Subdivision 18177,000 lbs.
- Manual Interlocking with Dual Control Switches—**
Tobacco—West siding switch controlled by operator at Eureka
- Eureka, Montana—**
When spotting cars or trains on industry track at Eureka,
Montana they must be kept at least 250 feet from public cross-
ing. When cars or trains are stopped on siding at Eureka they
must be stopped at least 500 feet from public crossing.
- Clearance Provisions and Exceptions Rule 83(B)—**
Stryker and Riverview clearance not required.

PACIFIC DIVISION

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speed Permitted
Between	Freight
Wenatchee and Seattle	60 MPH.
Seattle, through turnouts South Portal.....	10 MPH.
Seattle, over public crossings.....	20 MPH.
Monroe, CMStP&P RR movements between signals of controlled switch from siding to CMStP&P trackage	20 MPH.
Cascade Tunnel No. 15, Eastward trains handling more than 75 cars.....	17 MPH.
Eastward passenger trains from the West Portal to Refuge bay No. 4, 1.0 mile west of East Portal.....	40 MPH.
85 MPH.—Trains or engines through No. 20 turnouts at following locations.	

Both siding switches at:

Leavenworth	Cashmere
Winton	Scenic
Merritt	Skykomish
Berne	West Siding Switch Monroe
Goldbar	

West siding switch at P.A. Jct.

Wenatchee, #1 switch East lead and #2 crossover switch.

Interbay, yard lead at 23rd Ave. overhead bridge.

25 MPH.—Trains or engines through No. 15 turnouts at following locations.

Both siding switches at Baring and Monroe East and West crossover switch West end of yard Wenatchee.

2. Heavy Cars—

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.

3. Seattle, King Street Passenger Station Tunnel Rules—

King Street Passenger Station Tunnel Rules shall consist of Great Northern Block and Interlocking Rules as set forth in the Consolidated Code of Operating Rules, supplemented by the following special instructions, and will govern train and engine movements between North Portal and South Portal.

A positive block is maintained in both directions between these stations. Trains and engines may make a forward or backward movement within these limits without flag protection, observing governing signal indications.

No train or engine will make a complete through movement between North Portal and South Portal against the current of traffic, or pass the governing signal at the immediate entrance to the tunnel on either track displaying a "Stop" indication, except on the authority of a "Tunnel Card" properly completed by operator in charge and OK'd by the operator at opposite station. When this governing signal indicates "Stop", trains and engines, after stopping, must proceed at restricted speed to the next signal and be governed by its indication.

Tunnel Cards shall be used as required: Form 26 for train and engine movements from North Portal to South Portal, and Form 26-A for train and engine movements from South Portal to North Portal.

"Tunnel Card" does not dispense with the observance of or compliance with the indications of westward signals at the west end of the tunnel governing entrance to the South Portal Interlocking or the eastward signals governing entrance to the North Portal Interlocking.

At South Portal, trains and engines may enter the tunnel on either track for short switching movements if required. If the governing signal at the immediate entrance to the tunnel displays a Stop-indication, a Tunnel Card must first be secured. The maximum permissible speeds between North Portal and

South Portal for all trains and engines are: 20 MPH. moving with the current of traffic, and 10 MPH. moving against the current of traffic.

Operating directions are: "East" from south end of King Street Station through South Portal to North Portal, and "West" from North Portal through South Portal to west end of King Street Station.

When a train or engine is stopped by Stop-indication of dwarf signal located between eastward and westward main tracks, west end of King Street Station governing eastward train and engine movements on westward main track (Tunnel track 4), operator must be informed of desire to make the eastward movement on westward main track (Tunnel track 4) by four operations of the push button located on top of the signal.

Westward movements from 8th Subdivision main track are governed by signal located 300 feet west of the tower.

Whistle signal: 1 long to tunnel; 3 long to waterfront; 4 long to old main track; 5 long to running track; 1 short from American Can Spur to main track.

Westward movements from Pier 70 lead are governed by a signal located 1360 feet west of tower.

Whistle signal: 1 long to waterfront.

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.

4. INTERBAY, when an eastward movement is to be made from yard lead to main track, trainmen shall operate push button "R" at signal 4.8. If no conflicting movement is being made on main track and spring switch is in proper operating condition, signal 4.8 will indicate proceed after a time interval of three minutes. After push button "R" is operated a white light will be displayed if operation is effective.

5. Double track extends between Seattle and Edmonds except between M.P. 4.0 and M.P. 5.4 Interbay, and automatic Interlocking Ballard.

Westward track is signalled for traffic in both directions between M.P. 5.4 Interbay and M.P. 15.87 Edmonds.

Two main tracks known as No. 1 main (water side) and No. 2 main (bank side) extend between Everett Jct. and M.P. 28 Mukilteo and between M.P. 27 Mukilteo and M.P. 17.49 Edmonds.

6. Rules 251, 252, 253 and 254 are in effect on double track between Edmonds and Interbay. Running orders are not required for movements with the current of traffic.

7. Seattle train, yard and engine movements between freight yard and 5th Avenue tracks will be made via UP main track Oregon Street connection and their time-tables and Special Instructions will govern.

8. At Seattle, between Bay Street and Blanchard Street, engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

9. The following signals are located to the left of the track which they govern:

Signals governing westward movements on No. 2 main track. Everett Jct. to MP 17.4 Edmonds.

Signals governing eastward movements on No. 1 main track MP 17.4 Edmonds to Everett Jct.

Signals governing eastward movements on westward track between M.P. 5.4 Interbay and Edmonds.

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

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.

10. McKinnon Spur, 2.4 miles west of Monroe, main track switch not equipped with electric lock, Rule 268(A) applies.

11. 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.

12. East switch Berne to west switch Scenic.

Signal transmission line carries 13,200 volts.

All wires must be considered energized unless a clearance has been obtained from the Train Dispatcher.

Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephones apparatus to any wires located along right-of-way in this zone.

18. Mountain Grade Operation—(See Mountain Grade Operation All Sub-Divisions)

Between Skykomish and Wenatchee.

14. Instruction Governing Operation of Trains Skykomish to Wenatchee—

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

Hot engine alarms are set at 195 degrees and should the hot engine alarm sound, isolate the unit if temperature exceeds 205 degrees. Place the unit back on the line after water temperature is reduced to normal and check has been made of water level in engine cooling water tanks. Should the water level fall below minimum level shut engine down.

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 telephone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or doubled out to Berne. If backed out to Scenic, train must be stopped before passing east siding switch and not back down main track unless protected by train order or flagman, or backing in siding, it must be known siding is clear. In making these moves definite understanding must be had with all members of the crew as to what is to be done to avoid accident.

Passenger trains must make running test of air brakes before entering Cascade Tunnel Westward and immediately after emerging Eastward.

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

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

Westward trains encountering signal 1706.1 inside West Portal displaying stop indication must not pass West Portal until it is known track is clear to east switch Scenic.

At Scenic, two white lights flashing alternately mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by dispatcher to do so.

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

In the event ventilating door, Cascade tunnel, is closed, denying movement, crew must first contact dispatcher who will take

proper action. A hand-hoist at the East portal is provided for hand operation of the door in event of power failure. In any event be guided by instructions of dispatcher who has remote control of door operation. Further, see instructions relative to operation of hand hoist mounted adjacent to tunnel door.

Four Scott Air Packs have been placed in each bay of Tunnel. Whenever one of these air packs are used, advise the Superintendent and Asst. Supt. Wenatchee by wire the number of the air pack used so that it can be recharged at once.

Eastbound freight train enginemen handling helper engines through Cascade tunnel will operate in throttle 8 position and head engineer will control speed of train. Helper engine will reduce to throttle 6 at Bay 4.

15. Swing brakeman 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 trainman. When crew consist does not include a swing brakeman, the head brakeman will make this inspection. When crew consist does not include a fireman or swing brakeman, the rear brakeman will arrange to be on engine and get off to make this inspection.

Special Red slide fence light is placed 1350 feet from the West Portal of Cascade tunnel, Scenic, to give indication for Westward trains when necessary. This signal will not show light unless there is 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.

16. Scenic and Berne, two rail clamps provided for emergency use. When necessary to set out bad order car on siding see clamps are properly secured and blocked to rail on low end of car. Crew picking up car see clamps removed and replaced in Box provided for that purpose.

17. Train Register Exceptions—

Monroe, register only for CMS&P RR trains.

Snohomish, Trains to and from Eighth Subdivision register by ticket.

Interbay, register for freight trains only.

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

Within CTC district Rule 83(B) does not apply except at Wenatchee.

19. 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 24.3 between Edmonds and Mukilteo.
	MP 31.3, 1 mile west of Everett Jct.
	MP 30.6, 1 1/2 miles west of Everett Jct.

20. Manual Interlockings, Not Indicated at Station—

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

21. Manual Interlockings with Dual Control Switches—

North Portal-South Portal.....	King Street Tunnel and terminal tracks.
Interbay	Three (3) crossovers including the switch to U.S. Navy Pier 91—M.P. 3.3.
	End of double track M.P. 4.0.
	Roundhouse spur M.P. 4.9.
	End of double track M.P. 5.4.
	Between main track and roundhouse lead near MP 5.

10. 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.

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

12. **Manual Interlockings Not Indicated at Station—**
 Marysville, 1.2 miles west of.....drawbridge 11.
 0.5 miles west of.....drawbridge 12.
 Fraser River Jct.....drawbridge and junction
 with CN and BCE Rys.

Marysville, drawbridge 12, when interlocking signals display stop indication, bridge operator or signal maintainer must be called to check bridge equipment before trains are permitted to proceed over bridge.

Instructions for operating dual controlled derails are posted at home signals.

Following instructions will govern operation over 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 10 miles an hour on approaching Absolute Signals and move between Absolute Signals at speed not exceeding 10 miles an hour.

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.

13. **Manual Interlocking with Dual Control Switches—**
 Delta Jct.....Drawbridge 10 and 10th Subdivisions crossing.
 These switches are electrically controlled by operator at Delta Jct.

Whistle signals for routes:

Main track1 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.

Sapperton Jct. The switch at the west leg of wye and the switch at the west entrance to new yard.

Willington Jct. The three (3) crossover switches from the Canadian National at MP 151.7.

New Westminster.....East and west siding switches.

These switches are electrically controlled by the operator at New Westminster.

14. **Automatic Interlockings—**
 Still Creek.....End of double track.

C. N. 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, C.N. Junction, 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 C.N. Junction extra trains will be governed with respect to opposing extra trains by signal indication; this does not modify the provisions of Rule 98.

15. **Semi-Automatic Interlockings Not Indicated at Station—**
 New Westminster, 0.9 miles west
 CPR crossing.....Crossover to Waterfront track.
 Both switches of crossover are lined by operation of main track switch.
 New Westminster, 0.4 miles west.....Fraser Mill Spur.
 CPR crossing.

Normal position of gates is stop for BN.

Vancouver.....CPR crossing at Burrard Inlet.

Normal position of gates is stop for BN.

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

16. 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.

17. **Railroad Crossings Protected by Gates Not Indicated at Station—**
 Railway crossing 300 feet north of P.A. Jct., crossing gates electrically locked. Eastward interlocking signals and westward approach signal P.A. Jct. are operated in conjunction with gates and when these signals do not indicate proceed Rule 98A must be complied with.

Burlington.....Twelfth Subdivision crossing.

Normal position is for Second Subdivision.

South Bellingham, 1.1 miles

east of.....Eleventh Subdivision crossing.

Normal position is for Second Subdivision.

Bellingham.....CMStP&P RR crossings.

1 at Army Street, 1 at Commercial Street, 2 at Pine Street.

Normal position is for BN.

18. **At Lowell—**Private road crossing leading to Simpson Lee Paper Company west of station, is the only vehicular route to the plant. Train stopping should avoid blocking this crossing when practicable.

19. **At Everett—**Manually-operated, electrically-locked gates are in service at freight house line crossing of "C" Line. Normal position of gates is across the freight house lead. The control gate located on east side of crossing is electrically locked. Instructions for operating are posted.

20. **At Sealine Jct. and GN Jct.—**Normal position of switch at Sealine Jct. is for Sealine movement. At GN Jct. normal position of switch is for Second Subdivision. Telephone located at GN Jct. to enable crews to call Everett operator. Switch foreman and conductor must contact operator at Everett and inform themselves as to first class trains before opening switch. Care must be used not to delay first class trains.

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

22. Canadian National train and engine movements between Tilbury Island and Townsend must receive authority from train dis-

patcher or control operator, New Westminster before making move from Dow Chemical Spur to Townsend. At Brownsville C.N. train and engine movements must receive authority from train dispatcher before fouling or entering controlled siding through cross-over switches between interchange track and siding. Eastward C.N. train and engine movements entering Brownsville Siding must notify control operator when clear of controlled siding and switch is properly relined for siding.

23. There is no superiority of trains between C.N. Jct. and Vancouver Jct. That portion of Consolidated Code Rule 93 reading "Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these points. Within these limits first class trains must move at reduced speed.
Before occupying main track between these points on the time of delayed first class trains, extra trains and engines must obtain permission from operator Vancouver or train dispatcher, in order to avoid delay to first class trains. In addition switch indicators must be operated in accordance with GN Ry Rule 240-T.
24. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Still Creek and Burnaby. Running orders are not required for movements with the current of traffic.
25. Canadian National westward freight trains originating Vancouver are required to key out at C.N. Jct. prior to departure. They are also required to call the B.N. control operator at New Westminster from the telephone booth at C.N. Jct. and be governed by his instructions.
Burlington Northern westward freight trains are required to contact B.N. control operator at New Westminster prior to leaving Vancouver and be governed by his instructions.
Canadian National eastward and westward trains, after picking up or setting out in the CN-CPR exchange yard, may re-enter CTC limits at Sapperton Jct. when the governing signal indicates proceed. Before leaving the exchange yard Canadian National trains must contact the control operator at New Westminster via telephone or radio and be governed by his instructions to avoid blocking King Edward Street in case there is delay in entering CTC at Sapperton Jct.
26. Canadian National westward train and engine movements will be authorized to enter the main track at Willingdon Jct. after they have received:
 - A. Clearance form A from the operator at the New Second Narrows Bridge.
 - B. Proceed indication from the governing signal.

PACIFIC DIVISION

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Mixed trains All Freight and
Seattle and Centralia except as indicated below	75 MPH.	65 MPH.
Argo and Centralia against the current of traffic	59 MPH.	49 MPH.
MP 0 (Seattle) and MP 4 (west of Argo)	60 MPH.	50 MPH.
MP 38 and MP 40 (Tacoma).....	30 MPH.	30 MPH.
At Black River Interlocking.....	60 MPH.	40 MPH.
At Reservation Interlocking.....	30 MPH.	30 MPH.
U.P. Jct. and McCarver Street.....	30 MPH.	30 MPH.
Centralia and MP 51 (west of Bucoda)	60 MPH.	60 MPH.
All Trains		
Handling Chips loaded in open top cars without net covering between Tacoma and Centralia.....	35 MPH.	8 MPH.
At Seattle: King St. Station, over switches.....	10 MPH.	10 MPH.
King St. Station, entering tunnel tracks.....	10 MPH.	10 MPH.
East of Holgate St., puzzle switches.....	10 MPH.	10 MPH.

Between

King St. and Argo, over all public crossings.....	20 MPH.
At Argo Interlocking.....	30 MPH.
At Puyallup within Corporate limits.....	30 MPH.
At Sumner, Kent and Auburn within corporate limits..	40 MPH.
except at Auburn all trains will approach junction switch and crossovers at west end of passenger station platform at reduced speed.	
At Tacoma—	
Reservation to East D Street, via Head of Bay Line....	30 MPH.
Between East D Street and 21st Street.....	20 MPH.
At Titlow, over 6th Avenue crossing.....	25 MPH.
Day Island crossing.....	25 MPH.
At Steilacoom, within corporate limits.....	50 MPH.
At Bucoda, within corporate limits.....	65 MPH.
At Centralia, within corporate limits.....	40 MPH.

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. Second class and inferior 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 from yard track.

2. Bridge and Engine Restrictions—

Wrecking cranes 250 ton:	
West Seattle Line.....	Not Permitted
Bridge 19.9, East D Street Log Dump.....	Not Permitted
Bridge 8.78 on Tideflats Branch, Bridge 17.2, all bridges on Highline in Tacoma and Bridges 14.07 and 0.40 on St. Paul and Tacoma Lumber Co. Spurs	20 MPH.
U25C, U28C, U33C, SD45 Series Locomotives over Bridge 20, West Seattle Line.....	10 MPH.
Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:	
Over Bridge 17.2, Bridge 19.9 on East D Street Log Dump, all bridges on Highline in Tacoma, Bridges 36.8 and 73.9 on West Seattle Line.....	20 MPH.
Over Bridge 8.78 on Tideflats Branch.....	10 MPH.
All trains, over rail locks on Bridge 36.8 on West Seattle Line	20 MPH.

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

Bridge 29.1, Puyallup River, between Meeker and Sumner.	
Bridge 24, White River, between Dieringer and Auburn.	
Bridge 17.2, Green River, between Thomas and Kent.	
Bridge 14, Chambers Creek, between Titlow and Steilacoom.	
Bridge 47, Skookumchuck River, between Bucoda and Wabash.	
Bridge 0.59-Cowlitz River-Longview Line—	
Over Bascule span	20 MPH.
250 Ton wrecking cranes over Bridges on Longview Line	10 MPH.

3. Heavy Cars—

Cars heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.

4. Train Register Stations: Stacy St. Yard Office, Auburn Yard Office, for trains originating or terminating and for through trains running via yard tracks. Register at Auburn Yard will

- also show information of the arrival and departure of first class trains at Auburn.
Head of Bay Yard Office for extra trains that originate or terminate at Head of Bay Yard or at UP crossing on Drawbridge Line.
5. **Train Register Exceptions and Exceptions to Rule 83(B)**—At Reservation and U.P. Jct. trains will register by Register Ticket, and will be furnished check of register by train order, or register ticket issued by operator.
Centralia yard for extra trains originating.
Centralia passenger station: Through trains register by register ticket and will be furnished check of register by train order or register ticket issued by operator.
At Seattle, trains from Stacy St. Yard secure clearance at Spokane St. Tower; trains from Second Avenue yard at South Portal Tower.
At Auburn Yard, all through trains running via yard tracks must secure clearance.
Black River.
At Meeker, trains originating must secure authority from dispatcher through operator at Puyallup, before entering Third Subdivision main track. Clearance will be issued at Puyallup.
At Reservation, eastward extra trains will secure clearance.
Eastward extra trains, originating at GN yard or Head of Bay yard, may run with the current of traffic to Reservation without clearance, but must secure clearance at Reservation for movement beyond.
Westward extra trains originating at GN Yard or Head of Bay Yard will not require clearance and may run ahead of delayed first class trains to UP Jct. without train order authority avoiding delay to first class trains. Clearance must be secured at UP Jct. for movement beyond.
Westward trains must secure clearance at U.P. Jct.
St. Clair, Tenino Jct., Nisqually.
 6. **Interlockers and Drawbridges Not Indicated at Station**—
On West Seattle Line:
Drawbridge 36.8, Interlocked.
Between Black River and Argo:
CMStP&P Crossing, Interlocked.
Reservation: Junction UP—Interlocked.
Between Reservation and Union Depot, Drawbridge Line:
UP Crossing—Interlocked.
Drawbridge 39—Interlocked.
Drawbridge 39 to Union Depot—Interlocked.
Between Reservation and Union Depot:
21 Street to Union Depot—Interlocked.
Between Moon Yard and South Tacoma:
Moon Yard to Pacific Avenue—Interlocked.
Between Union Depot and McCarver Street:
Union Depot to 11th Street—Interlocked.
Between Titlow and Steilacoom:
Drawbridge 14, Chambers Creek, Interlocked.
 7. **Railroad crossings not indicated at stations**—
Colorado Ave. Line
Atlantic St. UP-CMSTP&P
Duwamish Ave. CMSTP&P
Diagonal Wye, Tail Track CMSTP&P
West Seattle Line
East Marginal Way, joint track crossing.
Tacoma
Lincoln Ave. Line CMSTP&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 U. P. Black River operator by phone, so that arrangements can be made to protect movement. Special instructions pertaining to movement through interlocking under provisions of Rule 606(b) are posted in the phone booths. Among the special instructions governing movement is the provision that selector lever of the movable point frog must not be restored to "power" position until entire movement has passed over frog.
 9. **Dragging Equipment Indicators located as follows:**
At Argo—On eastward and westward interlocking signals for normal direction of traffic only.
Between Titlow and Ketron, on eastward and westward interlocking signals at Bridge 14, Chambers Creek Lift Bridge, for normal direction of traffic only.
That part of N.P. Ry Rule 240-T stating "A member of train or engine crew must report to Control Operator immediately" does not apply. After train crew has inspected train for dragging equipment, Superintendent must be notified from first available point of communication.
 10. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
 11. **Special Track Circuit**—
On the West Seattle Line at Spokane Street Interlocking, a special track circuit in operation within interlocking limits requires all train movements be completed.
 12. **Yard Limits:** Tracks between yard limit signs west of Argo, east of Interbay and east of Keith operated as one yard. Tracks between yard limit signs east of Black River and west of Kent 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 St., and South Tacoma operated as one yard.
Tracks between Yard Limit signs west of Centralia and east of Wabash operated as one yard.
 13. **At Seattle**—
From 7:00 AM until 11:59 PM eastward trains or engines entering King Street Station must not pass the fouling point of the trailing point crossover between eastward and westward Main Track located about 2000 feet east of Holgate Street without proceed signal from switchtender.
All trains and engines using main tracks, otherwise known as Tunnel Tracks 4 and 5, between the hours of 1:30 PM and 5:30 PM daily, use extreme caution when approaching plank crossing directly opposite King Street Passenger Station account passengers and Red Caps with baggage carts use this crossing when transferring from Union Pacific Train 338 to Train 194; also when passengers from King Street Station are loading to Union Pacific Train 337.
King Street Yardmasters and Towermen will see that no trains are allowed to block this O&W crossing between 1:30 PM and 2:30 PM and between 4:45 PM and 5:30 PM.
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 north and 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.
At Holgate Street—
Account No. 7 turnouts in Stacy Street Yard at Seattle, SD-45, U-25 and U-28 type locomotive units cannot be used on trains originating, terminating or setting out in this yard.
At Lander Street—
Trains operating in either direction on NP running track or GN Mud Track will actuate signals at a point 400 feet from crossing. Separate time relays are provided for each approach to these tracks and set to turn off crossing signals when train occupies approach in excess of 60 seconds. Should movement over Lander Street be made after crossing signals have timed out, movement must be protected in accordance with Rule 103.

14. **Between Argo and Spokane St. Tower—**

Through trackage between these points is designated as follows:

- Former N.P. Colorado Ave. Line.....Track 1
- Former P.C. Eastward track.....Track 2
- Former P.C. Westward track.....Track 3

Before permitting movement between Argo and Spokane St. Tower on these tracks Control Operators will confer with each other to insure track is clear of opposing trains or engine movements.

When practicable, Track 1 will be used for Eastward Through train and engine movements, and track 2 will be used for Westward through train and engine movements.

At Spokane St. trainmen on trains using track 2 must secure train orders from Tower operator and deliver to engineer and conductor.

15. **At 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.....2 long, 1 short.
- From Interchange.....1 long, 2 short, 1 long.

Spokane Street Interlocking crossover located 800 ft. west of tower is equipped with hand throw switches mechanically locked from Interlocking Tower. Switches must be unlocked by towerman before trainmen can line for desired movement.

Westward trains from Tracks 2 or 3 or Milwaukee Railroad desiring to use crossover will sound whistle signal, 1 short, 1 long, 1 short, and proceed on interlocking signal indication to east switch of crossover. After towerman unlocks crossover switches, trainmen will line by hand for desired movement.

Eastward trains from Track 1 desiring to use crossover will sound whistle signal 1 long, 3 short, 1 long for Track 2, or whistle signal 1 long, 4 short, 1 long for Track 3. Trainmen will line crossover and movement may proceed after receiving hand signal from towerman.

Trains and engines moving from track 2 to Harbor Island line before starting crossover movement will call Spokane St. towerman to ascertain whether or not it is all clear to make crossover move. Engines coming off the Harbor Island line will call the Spokane St. towerman before crossing the Colorado St. Line to ascertain whether or not it is all clear to make such move.

16. **At Argo—**

Approach signal to Thirteenth subdivision is located on left hand side of Track 3, 3000 feet east of Argo.

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

Crossover located 800 feet east of Argo Tower between Track 1 and Track 2 and crossover located 1050 feet east of Argo Tower between tracks 2 and 3 are interlocked and controlled from Argo Tower. Standard interlocking signal indications will govern movements over all routes.

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 Thirteenth 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 St. Transfer are electrically locked. To operate these, first communicate by phone with Interlocking operator, who will release the locks so they may be operated in accordance with instructions posted in the door of each lock.

17. **Eastward trains handling flat cars loaded with logs, wood bolts, or veneer blocks, must obtain train order authority and use westward track between Black River and Argo.**

18. **At Black River: Trains from the Seventh Subdivision must not pass governing signal to enter the Third Subdivision if signal indicates Stop, except under flag protection against first class trains. If signal indicates proceed, movement may be made without flag protection.**

In setting out cars on the east leg of wye cars must not be left between Third Subdivision east wye switch and road crossing approximately 765 feet from that switch in the direction of Renton.

19. **At Kent: Account track curvature, trains switching at Lynch Spur will use one unit only.**

Crossing signals protecting industry track which crosses East Valley Highway near 212th Street have approaches located 180 feet from center line of crossing, which activate signals. Trains occupying the approaches and not making a through move will time out the signals after 64 seconds. Push button control boxes are located east and west of crossing and must be used to restart signals after being timed out if move over crossing is to be made.

City of Kent ordinance prohibits switching operations over this crossing between 6:30 AM and 9:00 AM and 3:00 PM and 6:00 PM; 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.

20. **At 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 house track and operate only with train movements on main tracks.

Trains moving to or from Fourth Subdivision will be governed by instructions in Item sixteen of Fourth Subdivision special instructions.

At Auburn passenger station, train order signal does not govern Fourth Subdivision trains leaving or entering Third Subdivision. Switchtenders are on duty at Auburn Yard 6:00 AM to 2:00 PM and 4:00 PM to 12:00 Midnight. Hours of assignments subject to change.

21. **At Meeker: Trains from Fourteenth Subdivision must not pass governing signal to enter Third Subdivision if signal indicates Stop, except under protection of flag against first class trains. If signal indicates proceed, movement may be made without flag protection.**

22. **At Puyallup: Eastward trains setting out will stop short of 7th Street crossing.**

23. **Between Reservation and Tacoma:**

Trains leaving yard or eastward extra trains originating at former G.N. or Head of Bay yards must obtain authority from operator at Reservation before leaving yard.

Westward trains originating at Head of Bay Yard must obtain authority from operator at U.P. Jct. before leaving yard.

24. **At 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.

During switching operations when visibility is restricted due to weather; smoke or steam conditions, flagmen must use flares at

grade crossings 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 L 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 AM and 8:30 AM, and between 3:30 PM and 6:00 PM except on Saturdays, Sundays and legal holidays.

25. At U.P. Jct.:
Following whistle signals to be used for Interlocking routes:
Eastward Trains, eastward track.....1 long
Union Station2 longs
To UP Yard3 longs
Eastward trains from South Tacoma Line:
To Moon Yard.....1 short, 1 long
Train order signal will not govern trains via South Tacoma Line.
26. Extra Trains—Between Tenino Jct. and Tacoma, will run via Third Subdivision unless otherwise instructed by train order.
27. Logs: At Nelson Bennett Tunnel—Trains handling logs on all types of flat cars through either tunnel must be sure loads are in good condition before entering. A trainman must make inspection from rear of train while passing through tunnel to ascertain if the tracks are left clear. Conductor of train will be responsible for inspection of train prior to entering tunnel and for knowing that tunnel is clear after passing through.
28. At Sperry Mill—Trains and Yard engines will sound engine whistle signal approaching Sperry Mill just east of McCarver St.
29. Nelson Bennett Tunnel—Between McCarver St. and Titlow: Marker lamps must be lighted on all trains passing through tunnel. Work trains and track cars must not occupy tunnel without first securing permission from the train dispatcher. Rock loaded on flat cars must not be handled unless secured on cars with side boards.
SPECIALLY CONSTRUCTED BOX CARS for movement of airplane wings are higher and wider than ordinary box cars and account restricted clearance in tunnels, must move via Westward track between Titlow and McCarver St.
30. At Glacier Sand & Gravel, use of wash track by railroad employees is prohibited.
31. At Cascade Spur, normal position of switch leading from set out track to Cascade Paper tracks is for Paper tracks and must be left in this position to serve as derail.
32. At Nisqually, Trains from Fifth Subdivision must not pass governing signal to enter the Third Subdivision if signal indicates stop, except under protection of flag against first class trains.

If signal indicates proceed, movement may be made without flag protection.

Trains from Fifth Subdivision must not enter Third Subdivision until authority is received from operator at Centralia, Steilacoom or U.P. Jct. Operator must obtain authority from dispatcher.

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

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

33. At Saint Clair—Trains from the Sixth Subdivision must not pass governing signal to enter the Third Subdivision if signal indicates stop, except under protection of flag. If signal indicates proceed, movement may be made without flag protection.

Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from operator at Centralia, Steilacoom or U.P. Jct. Operator must obtain authority from dispatcher.

Extra trains from Sixth Subdivision may run as eastward extra train with the current of traffic St. Clair to Tacoma without train order authority.

34. At Tenino Junction—Trains from the Fifth Subdivision must not pass governing signal to enter the Third Subdivision if signal indicates stop, except under protection of flag. If signal indicates proceed, movement may be made without flag protection.

Bill box equipped with switch lock located opposite junction switch will be used for waybills for cars set out for Fifth Subdivision; when instructed to register by ticket at Tenino Jct., it will be left in this box.

35. At Centralia—Portland Division instructions apply.

PACIFIC DIVISION

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Passenger	Maximum Speeds Permitted All Freight and Mixed trains
Yakima and Auburn except as indicated below.....	75 MPH.	65 MPH.
Yakima and MP 16 (Kountze).....	70 MPH.	
Easton and Cabin Creek.....	60 MPH.	60 MPH.
Cabin Creek and Martin either direction	30 MPH.	20 MPH.
Descending against the current of traffic	25 MPH.	20 MPH.
Through Stampede Tunnel No. 3.....	30 MPH.	30 MPH.
Stampede Tunnel No. 3 and Lester in either direction	30 MPH.	20 MPH.
Descending against the current of traffic	25 MPH.	20 MPH.
Lester and MP 82 (Kanaskat).....	60 MPH.	60 MPH.
MP 82 and MP 101 (East of Auburn).....	70 MPH.	
MP 101 and MP 103 (East Auburn).....	60 MPH.	60 MPH.
At Ellensburg—Within corporate limits	50 MPH.	35 MPH.
Approach Ellensburg passenger station at reduced speed.		
		All Trains
At Lester—Movements over Loop Track.....		5 MPH.
At Cle Elum over crossing west of passenger station.....		25 MPH.
2. Bridge and Engine Restrictions:

U25C, U28C and SD45 series locomotives on yard track over Bridge 90 10 MPH.

U25C, U28C, U38C, and SD45 series locomotives not permitted on Loop Track at Lester, Y Track at Easton and Ellensburg.

NP Rotary No's. 45 and 42 not permitted on Loop Track Lester.

- At Ellensburg, engines turning on wye track must start movement via east leg and move slowly on curves.
3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 and 4, cars over
52.5 ft. long.....315,000 lbs.
On Subdivision 13.....220,000 lbs.
 4. **Train Register Stations—**
Auburn Passenger Station for first class trains, except first class trains originating or terminating at Auburn Yard.
Auburn Yard—for trains originating and terminating and through trains running via yard track. This register will also show information of the arrival and departure of first class trains at Auburn.
 5. **Train Register Exceptions—**
At Auburn passenger station first class trains register by ticket.
At Ellensburg—Train register in passenger station to be used by train and engine crews originating and terminating, information required by this form to be furnished for record purposes. Register check Form V train order will be furnished first class and passenger trains operating as extras to train and engine crews originating.
 6. Rule D-83 does not apply at Stampede or Martin.
 7. **Clearance Provisions and Exceptions Rule 83(B)—**At Auburn Yard, all through trains running via yard tracks must secure clearance.
At Ellensburg, first class trains must secure clearance.
 8. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
 9. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
Spring switch equipped with facing point lock, between East Auburn and Auburn, where outbound wye track from Auburn Yard connects with main track.
Spring switches equipped with facing point locks and for switch key signal operation:
At Covington, east end of siding.
At Ravensdale, east end of siding.
At Kanaskat, east end of siding.
At Eagle Gorge, east end of siding.
At Maywood, east end of siding.
At Nelson, west end of siding.
 10. **Dual control switches—**At Easton and Lester, switches at end of double track, normal position for westward track are dual control and electrically operated with remote control by operator.
At Martin—switch at west end of siding. Switch at end of double track.
At Stampede—Switch at east end of siding. Switch at end of double track.
 11. **Open Flame Switch Heaters—**
Open flame switch heaters are installed and will be operated at the following switches during the winter months:
KanaskatEast Siding Switch
Eagle GorgeEast Siding Switch
MaywoodEast Siding Switch
 12. **Centralized Traffic Control between Stampede and Martin—**
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, employe to whom authority was granted must promptly advise control operator, who must then restore the tunnel lever in control machine to normal position.
Positive block must be maintained between Stampede and Martin. Between east switch at Stampede and west switch at Martin protection by Rule 99 will not be required.
Westward trains, except passenger trains, must be held at Martin while a preceding passenger train is occupying the track to be used between Stampede and Lester.
After the passenger train has arrived at Lester, the control operator at Easton may advance a westward train being held at Martin.
Eastward trains, except passenger trains, must be held at Stampede while a preceding passenger train is occupying the track to be used between Martin and Easton.
After the passenger train has arrived at Easton, the control operator at Easton may advance an eastward train being held at Stampede.
Westward trains, except passenger trains using eastward track Stampede to crossover at Kennedy, must not be permitted to meet an eastward passenger train on eastward track at Kennedy. Exception may be made to the above five paragraphs when authorized by the train dispatcher and under favorable weather conditions, for the movement of light engines, and all light tonnage trains not exceeding the engine rating on ascending grade.
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.
The ventilating plant at Tunnel 3 is remotely controlled by the control operator at Easton, the instructions for which are posted at the control machine.
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, who must be contacted to release the lock.
Both tracks between Lester and Stampede and between Martin and Easton are signaled for movements in both directions.
At Kennedy, crossover movements are governed by signals located at each end of the crossover.
 13. **Sidings—**
Cle Elum: No. 6 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.
Thorp: North siding is eastward, south siding is westward.
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.
Thralh: North siding is eastward, south siding is westward.
Pomona: North siding is eastward, south siding is westward.
Selah: South siding is eastward, north siding is westward.

14. **Mountain Grade Operation—**
(See Mountain Grade Operation All Subdivisions)
Mountain grade between Easton and Lester. Ruling grade descending East 2.2%, West 2.2%.

15. **Logs—**Logs, wood bolts or veneer blocks loaded on flat cars without permanent steel stakes will not be handled through Stampede Tunnel between Martin and Stampede nor after dark west of Lester.

Trains handling logs, wood bolts or veneer blocks loaded on all types of flat cars, except those equipped with permanent steel side stakes, will make inspection of these loads at Easton or Lester.

16. **At Auburn—**Fourth Subdivision trains handling logs on flat cars and entering yard on track paralleling eastward Third Subdivision main track should stop and remain standing for trains passing on main track.

At Auburn Passenger Station, train order signal does not govern Fourth Subdivision trains leaving or entering Third Subdivision. Between Auburn and East 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. All train and engine movements between East Auburn and Auburn yard will also be governed by Rules 261 through 264. Freight trains, yard engines and light engines moving within these limits must avoid delay to first-class trains and passenger trains operating as extras.

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 on outbound track to Fourth Subdivision main track, will be governed by eastward signal near junction switch. Trains using this track, enter the track circuit approximately 750 feet before reaching this signal and, when occupying track circuit will set signals against movements in either direction on main track between Auburn and East Auburn. These signals may be cleared by opening knife switch located inside of metal case at signal governing eastward movements from outbound track. This knife switch must be returned to closed position after being used.

Eastward train and engine movements from Auburn Yard on inbound track to Fourth Subdivision main track will be governed by eastward signal near junction switch. A switch indicator, located near junction switch, indicates occupancy of main track between Auburn and East Auburn. Before lining main track switch, a member of crew must observe switch indicator. If switch indicator shows "proceed," main track switch may be opened and train or engine movement will then be governed by indication displayed by signal.

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.

17. **At East Auburn,** all eastward trains making station stops should stop with the lead wheels of the train west of the "Crossing Signal Restart" sign and should proceed at a slow enough speed when departing to allow the gates to be activated and to be down in the horizontal position before the train occupies the crossing.

Telltails are located on main track at each end of transfer platform to call attention to restricted clearance of umbrella shed.

18. **At Palmer Jct.—**Trains from Fourteenth Subdivision must not pass governing signal to enter Fourth Subdivision if signal indicates Stop, except under protection of flag against first class trains. If signal indicates proceed, movement may be made without flag protection.

19. **Between Kanaskat and Lester** all toilets in trains must be kept locked and employees are cautioned against throwing 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.

20. **At Lester—**Crews switching and moving cars east of Signal 592 on eastward track will set all westward signals at Stop on that track to and including Signal 503 on signal bridge at west end of Stampede.

Crews switching and moving cars on westward track east of Signal 594 will set all westward signals at Stop on that track to and including Signal 505 on signal bridge at west end of Stampede and will also set westward controlled signals at Stop in CTC territory at Stampede and Martin unless the route at Stampede is lined for other than the westward main track.

If it becomes necessary for crews to switch cars east of Signal 592 on the eastward track, or Signal 594 on the westward track, a member of crew must secure permission from Dispatcher before doing so to avoid stopping tonnage trains.

21. **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.

22. **At Cle Elum,** city ordinance prohibits blocking South Cle Elum street crossing by standing trains in excess of five minutes.

23. **At Ellensburg—**All train, engine and car movements over Fifth Street Crossing, on Auxiliary Tracks, must be preceded by trainmen.

Normal position of switch to old caboose track will be for that track, to serve as a derail in event of cars running out of yard. Main track switch equipped with "Attend to derail" sign, and target of caboose track switch will display yellow indication when in normal position.

At the Ellensburg Lumber Company's loading platform there is no overhead clearance.

24. **At Yakima—**Portland Division Instructions Govern.

25. **Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions)
Yakima to Auburn, MP 40-57 inc.

PACIFIC DIVISION

FIFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
Reservation and Tenino Jct.....	80 MPH.
On curves and over drawbridge 89 between UP crossing on drawbridge line and 15th St.....	15 MPH.
Between 15th St. and Union Station on incline.....	10 MPH.
At Tacoma westward trains or engines approach Pacific Ave. at reduced speed.	
Between Commerce St. and 15th St.....	6 MPH.
Between Wilkeson St. and Commerce St. on descending grade	20 MPH.
Lakeview and Nisqually.....	30 MPH.
At South Tacoma, entering double track	15 MPH.
At McChord Field and Mobase — on Government tracks	10 MPH.
At Rainier, within corporate limits	80 MPH.
At Yelm, within corporate limits	80 MPH.

- At Roy:**
 Within corporate limits 30 MPH.
 Over street crossings 25 MPH.
At Tenino, within corporate limits 30 MPH.
At Dupont, within corporate limits 20 MPH.
At Fort Lewis:
 Over Dupont highway public crossing just west of passenger station 5 MPH.
 On DuPont Spur, and all tracks within Dupont plant .. 15 MPH.
 Between Lakeview and Nisqually advance-warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge and Engine Restrictions—**
 South Tacoma and Tenino Jct.
 Bridge 22.1 between Roy and Yelm, trains handling logs 10 MPH.
 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.
3. **Heavy Cars—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
 EXCEPT on Subdivisions 1, 2, 3 and 4, cars over 52.5 ft. long315,000 lbs.
 On Subdivision 13220,000 lbs.
4. **Train Register Exceptions—**At U.P. Jct. trains register by ticket.
5. **Clearance Exceptions and Provisions Rule 83(B)—**Westward extra trains originating at Reservation or Head of Bay yard may run to UP Jct. without clearance but must secure clearance at UP Jct. for movement beyond.
 At Nisqually, clearance not required.
 Tenino Jct.
6. **Yard Limits—**Tracks between yard limit signs east of Reservation and west of McCarver St. and South Tacoma operated as one yard.
7. **Railroad crossings not indicated at station—**
 Fort Lewis in Dupont Powder works 4 narrow gauge railroad crossings protected by gates with reflectorized stop signals.
8. **Extra Trains—**Between Tenino Jct. and Tacoma, will run via Third Subdivision unless otherwise instructed by train order.
9. **Logs—**Flat cars loaded with logs, wood bolts or veneer blocks may be handled in trains after dark between South Tacoma and Tacoma, as provided under instructions for All Subdivisions.
 Eastward trains handling flat cars loaded with logs, wood bolts or veneer blocks must stop and make inspection of these log loads before passing 25th Street crossing at Tacoma, and, if safe for movement, may operate via Drawbridge Line, otherwise will run via Half Moon Yard pulling train in reverse order to Head of Bay Yard.
10. **Mountain Grade Operation—**
 (See Mountain Grade Operation All Subdivisions)
 Between 15th Street, Tacoma, and 2 1/2 miles west. Ruling grade descending: East 2.2%.
11. **At South Tacoma—**Normal position of double track switch is for eastward track. 42nd and 51st Street crossings must not be blocked over ten minutes.
12. **At Lakeview—**
 Normal position of junction switch is for South Tacoma-Tenino Jct. line.
13. **At Mobase and McChord Field—**Train or engine movements over cantonment tracks must be made at reduced speed. Toilets of cars must be kept locked and no refuse thrown from trains.
 At Mobase—Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into canton-

ment 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. BN trains having cars to set out or pick up from this interchange will be permitted to open gate, perform switching, and will relock the gate upon leaving.

On hospital spur at Mobase, trains must back in, as concrete wall and platform paralleling track on engineer's side will not clear engine or man on side of car.

14. 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.

Guards will not stop trains unless an emergency exists.

15. At Yelm—Train or engine movements on siding or house track over highway crossings station must be protected by trainman on ground.

16. At Rainer—South siding is westward siding, north siding is eastward siding.

17. At Tenino Jct.—See Item 34 of Third Subdivision.
 Movements between clearance point between Third and Fifth Subdivisions and yard limit sign on Fifth Subdivision one mile east of Tenino Jct. must be made as prescribed by Rule 93.

18. **Between Lakeview and Fort Lewis—**
 Due to rusty rail conditions which contribute to poor shunting of the track circuit, indicator lights have been installed at the following crossings:

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

These indicator lights are mounted on the track side of the cable pole on the instrument case at each of these crossings. If the crossing signal flashing lights are operating properly these indicator lights will flash in unison with them. If indicator lights are not flashing all trains will stop and flag over such crossing.

19. **At Fort Lewis and North Fort Lewis—**
 Train and engine movements over Cantonment tracks shall be made at reduced speed.

Train or engine movements over the following crossings must be protected by flagman on ground:

On Cantonment tracks when backing or pushing cars ahead of engine over street crossings.

Other movements over street crossings will be made at reduced speed.

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

STAFF SYSTEM—DUPONT SPUR: No train or engine will move on the DuPont Powder Company's spur until they have obtained staff from staff box at the junction switch. Possession of staff makes a train superior to all other trains on this spur, staff to be returned to staff box after completion of trip.

Derail on DuPont Powder Company's spur 950 feet from main track switch.

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.

Engines using north and south lines move at reduced speed expecting to find cars spotted at different locations on these tracks.

Toilets must be kept locked and no refuse thrown from trains on Cantonment tracks or inside Fort Lewis Yard Limits.

At Camp Murray—Toilets of cars must be kept locked and no refuse thrown from trains.

20. At Fort Lewis—Time of trains applies at passenger station. Depot siding (Capacity 27 cars) designated as siding. House track switch must be left lined for house track to act as derail for east end of "depot" siding.
21. At Nisqually—See Item 32 of Third Subdivision.
22. Handling 80 Foot or Longer Cars—
(See all Subdivision Special Instructions)
Reservation to Tenino Jct., MP 2-3, inc.
Tillicum to Nisqually, MP 10-11, inc.

PACIFIC DIVISION 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.	
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.
At Gate, approach Centralia-Moclips Junction Switch at reduced speed.	
Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.	
2. Bridge and Engine Restrictions—
 - 250-ton wrecking cranes:
 - Over Bridge 9.1, Tumwater Branch,
at OlympiaNot Permitted
 - Bridge 9.1, Tumwater Branch.
 - Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. must be separated from engine, and each other by a car weighing less than 177,000 lbs.
3. Heavy Cars—
 - Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	268,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 and 4, cars over	
52.5 long	315,000 lbs.
On Subdivision 13	220,000 lbs.
4. Train Register Stations—
 - Olympia—for trains originating and terminating.
5. Clearance Provisions and Exceptions Rule 83(B)—
 - Saint Clair, Gate.
6. At Saint Clair—See Item 24 of Third Subdivision. Movements between clearance point between Third and Sixth Subdivisions and yard limit sign on Sixth Subdivision, one mile west of Saint Clair must be made as prescribed by Rule 93.
7. At Olympia—
 - First track north of main track, (capacity 40 cars) is designated as siding.
 - Movements through Tunnel District are governed by color light type automatic signals as follows:
 - Westward three indication signal No. 87 located 1750 feet east of MP 9.

Westward two indication signal No. 93 located 275 feet east of tunnel.

Eastward two indication signal No. 94 located 275 feet west of tunnel.

Eastward two indication 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 No. 94.

Trains or engines from Jefferson St. Line, in addition to having proceed indication from signal No. 93 before opening main track switch, must comply with the provisions of Rule 513.

Westward trains finding signal 93 and eastward trains finding signal 94 or eastward signal located between main track and siding, 275 feet west of tunnel, 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 clearances with the UP siding for a distance of 150 feet from a point 195 feet from switch connection on Jefferson Street spur. Trains or yard engines moving to or from Jefferson Street spur and UP scale track must protect themselves and make certain that no UP trains are moving on either their main track or siding while movement is being made either to or from scale track. Hardel Plywood Company building on spur track in vicinity of West Side Log Dump, will not clear man on top of car.

a. No car or cars are to be kicked or dropped over any street grade crossing, or along any tracks extending along any streets or immediately adjacent to any streets.

b. All switch movements over crossings, unless protected by automatic signal devices, must be protected by flagmen, except when engine precedes cars over crossing, in which case no flagmen necessary, but engine must stop before entering crossing.

c. No engine, railroad car or cars may be left unattended on any main track having a grade of 1% or more.

d. No street or street crossing may be blocked to vehicular traffic for more than 5 minutes at any time.

e. Not more than 3 consecutive street intersections may be blocked by any moving train at any given time.

f. No more than 2 consecutive street intersections may be blocked by any standing train at any time.

g. No switch move may exceed a speed of 5 MPH. at any intersection within the City of Olympia.

h. When switching movements across grade crossing have been completed and the crossing cleared, reverse movement across such crossing may not be made until all accumulated vehicular traffic at the crossing shall have cleared the intersection.

i. Switch movements of engine and 5 cars only may be moved across the following crossings between the hours of 7:30 a.m. and 8:15 a.m., 11:50 a.m. and 12:20 p.m., 12:40 p.m. and 1:05 p.m., 3:25 p.m. and 3:45 p.m., and between 4:50 p.m. and 5:30 p.m.:

East Union Avenue East Fourth Avenue East State Avenue
Legion Way Columbia Street at West Seventh

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.

By reason of the grade on the scale track in the Union Pacific Yard, crews must leave one good hand brake set on the north end of this track at all times.

Second track north of main track from crossover opposite freight depot to main track switch, used exclusively for repair track.

8. At Gate—Portland Division Instructions Govern—Normal position of the main track junction switch is for Centralia-Moclips line.

9. At Belmore and Little Rock—When necessary, sidings, may be blocked with cars without notice.

10. Handling 80 Foot or Longer Cars—
(See all Subdivision Special Instructions)
St. Clair to Gate, MP 7-11 inc.

PACIFIC DIVISION

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Black River and Woodinville	30 MPH.
Woodinville and Wickersham	35 MPH.
Wickersham and Sumas	50 MPH.
Kruse and Edgecomb	30 MPH.
At Renton, within corporate limits	20 MPH.
Except between 7th Avenue South and 2nd Avenue North	10 MPH.
At Kirkland, within corporate limits	30 MPH.
At Edgecomb	30 MPH.
At Sedro Woolley, within corporate limits	30 MPH.
At Sumas, within corporate limits	25 MPH.

Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge and Engine Restrictions—**

Heavy car restrictions:
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more, over Bridges 61.1 and 85 and 110 10 MPH. |
3. **Heavy Cars—**

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

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

EXCEPT on Subdivisions 1, 2, 3 and 4, cars over 52.5 long 315,000 lbs. |

On Subdivision 13 220,000 lbs. |
4. **Train Register Stations—**

Arlington for Ninth Subdivision trains.
5. **Train Register Exceptions—**

Register books at Bromart and Edgecomb for use as instructed.
6. **Clearance Provisions and Exceptions Rule 83(B)—**At Arlington Jct., clearance not required. Trains originating secure clearance at Arlington.
Black River, Bromart, Kruse Jct.
7. **Interlockings and Draw Bridges Not Indicated at Station—**

Between Bromart and Snohomish:
Drawbridge 38, Snohomish River.

Between Clear Lake and Sedro-Wooley:
Drawbridge 85, Skagit River.
8. **Railroad Crossings Not Indicated at Stations—**

Between Renton and Quendall:
Thirteenth Subdivision.

Between Sedro-Wooley and Thornwood:
Two Twelfth Subdivision Crossings

Between Nooksack and Sumas:
CMStP&P.
9. **Derail—**At Clear Lake derails at both ends of siding.
10. **Yard Limits—**Track between yard limit sign east of Renton and the connections with double track at Black River operated as one yard.
Tracks between yard limits west of Bromart and east of Snohomish operated as one yard.
Tracks between Yard Limit sign west of Bromart and First Subdivision Junction switch operated as one yard.
Tracks between Yard Limit signs west of Arlington and east of Arlington Junction operated as one yard.
Extra Trains—Between Black River and Sumas will run via Seventh Subdivision unless otherwise instructed by train order.
11. **At Black River—**In setting out cars on the east leg of wye, cars must not be left between Third Subdivision east wye switch

and road crossing approximately 765 feet from that switch in the direction of Renton.

Logs destined Everett will be set out on east leg of wye track from Seventh Subdivision switch.

See Items 7 and 17 of Third Subdivision.

12. **At Renton—**When switching do not exceed 5 MPH. over Boeing private road crossing located 2862 feet east of MP 3 Actuating circuits for crossing signals extend 100 feet on each side of crossings on these tracks. Circuits are equipped to allow the gates to clear for vehicular traffic if circuits are occupied over 1 minute. When this occurs and movement is to be made over road crossing Rule 103 must be complied with or use manual control push buttons.
13. **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 AM to 9:00 AM and 4:00 PM to 6:00 PM except on Sundays and legal holidays.
14. **At Woodinville—**Normal position of junction switch is for Seventh Subdivision.
15. **At Bromart and Edgecomb—**Normal position of junction switch is for Seventh Subdivision.
16. **At Snohomish—**On First Subdivision.
Highway crossing signals just east of passenger station are automatically operated on all tracks by approaching trains. When the crossing is not to be fouled by a train standing or switching on the control sections, the operation of the signals should be temporarily suspended by a member of the crew operating the manual control in accordance with instructions inside the control box. Care must be used to have the signals restored to operation in case of the approach of another train.
17. **At Hartford—**Switch leading to the mill should be left lined for the mill track to act as a derail for the lumber and shingle sheds.
18. **At Kruse Jct.—**A switch indicator, governing train and engine movements from the Seventh Subdivision to the Second Subdivision, consisting of a single unit (normally dark) and a switch-key-controller mounted on an iron mast, is located at the clearance point of the Seventh Subdivision connection, and must be operated by a member of the crew who, together with the engineer, must observe and be governed by its indication before fouling the Second Subdivision track or lining main track switch for movement to the Second Subdivision.

If indicator displays a yellow light when switch-key-controller is operated, switch may be lined and movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to Second Subdivision may be made in accordance with train rights and operating rules.

To operate switch indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to train on Second Subdivision.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.
19. **At Arlington—**Expect to find cars fouling east end of house track lead.
20. **Between Clear Lake and Sedro-Wooley—**Trains handling logs stop and make inspection of loads before crossing Bridge 85 over Skagit River.
21. **At Nooksack—**State highway crossing one-half mile west must not be blocked by standing trains.
22. **At Sumas—**Electric eye, installed by U. S. Immigration Service on house track, Sumas. Train and engine crews must clear

border on house track southward at least two car lengths so as not to foul this mechanism. The above applies only to cars left on this track over night.

23. Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)
Sumas to Black River, MP 27-29 inc.

PACIFIC DIVISION EIGHTH SUBDIVISION

1. Speed Restrictions—
- | Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| North Portal and Woodinville | All Trains
30 MPH. |
| Except, Trains handling wrecking cranes, pile driver or locomotive cranes | 25 MPH. |
| Woodinville and Fall City | 25 MPH. |
| Fall City and North Bend | 15 MPH. |
| At Seattle—Between South Portal and Bay St. | 20 MPH. |
| At Interbay: | |
| Through crossover, 1000 feet west of station | 10 MPH. |
| Between governing signals of interlocking at crossing of lead to Naval Supply Depot Spur | 20 MPH. |
| Approach public crossing at University Way and 15th Ave. N.E. at reduced speed, not exceeding 10 MPH. over crossing, and protecting all switch movements by flagman. | |
| Between Lake and Bothell, do not exceed 15 MPH. over crossing at 170th Street (Lake Forest Park) located 3378 feet east of MP 18, between the hours of 8:00 A.M. and 4:00 P.M., Mondays through Fridays. | |
| Near Issaquah, over public crossing 1062 feet east of MP 18 | 10 MPH. |
| At Issaquah, within corporate limits | 15 MPH. |
| Advance-warning signs are located 1500 feet in advance of the Reduce speed signs. | |
2. Bridge and Engine Restrictions:
- Between North Portal and Woodinville—
On Terry Avenue Line 250 ton wrecking cranes not permitted.
- Between Woodinville and North Bend—
250-ton wrecking cranes not permitted.
U25C, U28C, U33C, SD45 series locomotives not permitted over bridges between Issaquah and Snoqualmie.
Pile drivers NP 26-33 incl., boom must be supported on idler car over bridges.
150 ton wrecking cranes and pile driver 25 not permitted between Issaquah and North Bend.
- All trains:
Over Bridge 20, 27.2, 28, 31, and 31.1
 15 MPH. || Over Bridge 31.2 | 10 MPH. |

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.

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

5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eighth Subdivision between Woodinville and North Bend.

6. At Tanner—Engines and loads not permitted on St. Regis runaround track. Track may be used for empties only.

7. Yard Limits—
Track between Yard Limit sign west of Argo east of Interbay and east of Keith operated as one yard.
8. At North Portal—No train order signal maintained.
Interlocking and whistle signal indications:
Eastward movements from King Street Tunnel are governed by signal located 960 feet east of the east end of the tunnel. Upper light governs route to First Subdivision main track; middle light governs route to Eighth Subdivision main track; lower light governs diverging routes.
Eastward movements against the current of traffic from the tunnel are governed by a signal located 960 feet east of the east end of the tunnel.
Eastward movements from the old main track are governed by signal located 1400 feet west of the tower. Lower light governs route to Eighth Subdivision main track; upper light governs route to First Subdivision main track.
Whistle signal: 4 long to Eighth Subdivision main track; 2 long, 1 short to First Subdivision main track.
Eastward movements from waterfront are governed by a signal located 1550 feet west of the tower.
Whistle signal: 3 long to Eighth Subdivision main track, 1 long to Pier 70 lead.
Westward movements from Eighth Subdivision main track are governed by signal located 300 feet west of the tower.
Whistle signal: 1 long to tunnel; 3 long to waterfront; 4 long to old main track; 5 long to running track; 1 short from American Can Spur to main track.
Westward movements from Pier 70 lead are governed by a signal located 1860 feet west of tower.
Whistle signal: 1 long to waterfront.
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.
9. Railroad Crossings Not Indicated at Stations—
Tanner, CMStP&P
10. Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)
North Bend to North Portal, MP 32-20 inc.

PACIFIC DIVISION NINTH SUBDIVISION

1. Speed Restrictions—
- | Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| Arlington Jct. and Oso, all trains | 30 MPH. |
| Oso and Darrington all trains | 15 MPH. |
2. Bridge and Engine Restrictions—
- 250-ton wrecking cranes
 Not Permitted || U25C, U28C, U33C SD45 series locomotives, pile drivers NP 25-34 incl., 150 ton wrecking cranes | |
| Over Bridge 10 | 10 MPH. |
| Over Bridge 10, cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 ft. long weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. Trains handling logs over steel Bridges 2, 7, 10, 11, 18 and 22.1 | 5 MPH. |

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.

4. **Clearance Provisions and Exceptions Rule 83(B)**—At Arlington Jct., clearance not required. Trains secure clearance at Arlington.
5. At Darrington, engines may use main track to engine stop sign located 1028 feet east of west switch to Sauk Logging Co.'s set out track. Set out track may be used to engine stop sign located 1000 feet east of west switch. Loading track may be used for a distance of 360 feet from west switch.
At Darrington, engines not permitted beyond Spar Tree on B & W track.
6. **Derails**—At Darrington, on main track 300 feet east of station.
7. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Ninth Subdivision.

PACIFIC DIVISION ELEVENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Wickersham and Bellingham	20 MPH.
except over public crossing between MP 15 and Larson	15 MPH.
Trains handling wrecking crane, pile driver, or locomotive crane:	
MP 5 and MP 8	10 MPH.
At Bellingham, between Kentucky Street and Passenger station	15 MPH.

 Advance warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge and Engine Restrictions**—
250-ton wrecking cranes not permitted over Bridge 10. U25C, U28C, U33C and SD45 series locomotives, pile drivers 25-34 incl., 150 ton wrecking cranes, cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more, and cars over 40 ft. long weighing between 220,000 lbs and 263,000 lbs. when coupled in groups of two or more: Over Bridge 10. 10 MPH.
Bridge 22 and track at west end of this bridge is unsafe for operation. This is first bridge east of crossing.
3. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)**—Wickersham.
5. **At Bellingham**—Flagman must precede all trains between Champion and Laurel Streets.
Trains must stop and be preceded by flagman crossing Holly St. Normal position of gate at Second Subdivision crossing is against Eleventh Subdivision trains.
6. **Derails**—At Bellingham, derail on main track 568 feet west of Second Subdivision crossing, between Bellingham and South Bellingham.
7. **Handling 80 Foot or Longer Cars**—(See all Subdivision Special Instructions)
Bellingham to Wickersham, MP 19-0 inc.

PACIFIC DIVISION

TWELFTH SUBDIVISION

1. **Speed Restrictions**—

Between	Maximum Speeds Permitted	
Anacortes and Concrete	50 MPH.	
2. **Bridge and Engine Restrictions**—
Bridge 12, Whitney 10 MPH.
3. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Burlington, Twelfth Subdivision trains must secure clearance.
5. **Manual Interlockings Not Otherwise Indicated in Time Table**—
Whitney, one mile west of Drawbridge 12
6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Twelfth Subdivision.

PACIFIC DIVISION

THIRTEENTH SUBDIVISION

1. **Speed Restrictions**—

Between	Maximum Speeds Permitted	
	Passenger	Freight
Argo and Maple Valley	50 MPH.	35 MPH.
Maple Valley and Black Diamond	20 MPH.	
Renton. Over paved district and all street crossings	10 MPH.	
North Renton Line	10 MPH.	
All paved streets in Seattle	6 MPH.	
Between absolute signals of interlockings at Argo and Black River Tower	25 MPH.	
Over Bridge 22.8 Maple Valley	10 MPH.	
2. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.
3. **Restricted Clearances**—
Black Diamond—No clearance for engines or men at coal ramps. Caboose and engine will not clear coal bunkers.
4. **Train Register Exceptions**—
Black River Tower, Renton, and Maple Valley—Trains may register by ticket.
5. **Clearance Provisions and Exceptions**—
If the initial station for a train is a non-telegraph station, or a telegraph station at which the operator is not on duty, a clearance will not be required.

6. **Electrified Zone Instructions—Argo to Maple Valley**
Trolley wires at the following points are not at standard clearance:

- Albro Place Viaduct just west of Argo
- Highway Bridge just east of Black River Tower
- Highway Bridge at Cedar Mountain

The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property.

THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.

If wires are found hanging down, or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetrachloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Back Pressure Arm Lift Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

Due to settling of trolley poles on fills, raising track when ballast is applied, and other similar causes over a period of years, the height of trolley wire above top of a rail is variable; and in some locations, it is less than standard height of 24'2".

7. **Automatic Block Signals—**

(a) Signals 5.2, 7.2 and 9.0 governing westward track between Argo and Black River Tower are on the left hand side of that track.

(b) Eastward interlocking signal suspended from trolley bridge 874 feet west of Seventh Subdivision crossing Renton governs eastward movements over spring switch. Rule 104(H) governs.

(c) Signal located on North Renton Line at fouling point is equipped with a light type indicator and two push buttons attached to signal mast.

To enter main track, train or engine must stop before passing signal. If light indicator is burning, press button painted yellow. After an interval of approximately two minutes this signal will display a proceed indication if route is clear. If for any reason route is not accepted, immediately press button painted red to restore main track routes.

8. **Automatic Interlocking—**

RENTON, SEVENTH SUBDIVISION CROSSING

Trains must approach the interlocking signals at reduced speed and if a proceed indication is obtained may proceed over the crossing at a speed not to exceed 10 MPH.

9. **Spring Switches—**

Black River Tower. West end of Black River Yard (normally set for westward track).

Renton. End of double track (normally set for eastward track).

Renton. North Renton Line junction (normally set for main track).

10. **Crossovers on Double Track Not Otherwise Indicated in Time Table—**

FACING POINT:

- Van Asselt. East end of Milwaukee Yard
- Black River. 2800 ft. west of Tower
- Black River. 7800 ft. west of Tower

TRAILING POINT:

- Argo. 1500 ft. west of Tower
- Van Asselt. West end of Milwaukee Yard
- Black River Tower, Third Subdivision Transfer for Black River Tower Renton. East end of Yard

Crossover between eastward and westward main tracks one-half mile east of Black River Tower is not provided with trolley wire.

11. Yard engines and extra trains are not permitted to use Main Tracks within Seattle Yard Limits west of Argo Tower except upon train order authority.

12. Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.

13. Cars must not be kicked at the Boeing Plant at Renton and hand brakes must be set on all cars left standing on lead.

Following instructions apply on weekdays, Monday through Friday:

Gate D-6 (South Gate)

Restricted between 6:30 am and 7:45 am.

Restricted between 11:30 am and 12:30 pm.

Restricted between 2:30 pm and 4:30 pm.

Gate 24 (South Gate)

Restricted between 3:00 pm and 4:00 pm.

14. Trains and engines must come to full stop before passing over grade crossing leading to Shuffleton Plant.

Renton, Seventh Subdivision Crossing near Lake Washington Boulevard protected by gate.

15. At Argo—Third Subdivision Special Instructions Apply.

16. Argo—

Whistle signals:

Eastward to Spokane St.—One Long

Eastward for crossover

to UP Tracks—One Long, One Short, One Long.

17. Black River Tower—

Whistle Signals:

Thirteenth Subdivision Main Tracks—One Long

Diverging routes except U.P. Interchange Track — One Long,

One Short, One Long

U.P. Interchange Track — One Long, Two Short, One Long

Upper arms on train order signal govern movements of trains on Thirteenth Subdivision.

**PACIFIC DIVISION
FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Palmer Jct. and Meeker.....	25 MPH.
Cascade Jct. and Wilkeson:	
Trains handling wrecking crane, pile driver or locomotive cranes	10 MPH.
Other trains	20 MPH.
Orting and Lake Kapowsin:	
Lake Kapowsin and MP 8.....	10 MPH.
MP 8 and Orting.....	20 MPH.
Trains handling wrecking crane, pile driver or locomotive crane	10 MPH.
Through corporate limits of:	
Enumclaw, Buckley, South Prairie.....	25 MPH.
Wilkeson and Orting.....	20 MPH.
At Lake Kapowsin—St. Regis Paper Company Spur....	5 MPH.

Advance warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge and Engine Restrictions—**

250-ton wrecking cranes:

Between Cascade Jct. and Wilkeson.....	Not Permitted
Orting-Lake Kapowsin Branch.....	Not Permitted

U25C, U28C, U33C and SD45 series locomotives:

Orting-Lake Kapowsin Branch.....	Not Permitted
Over Bridges 0 and 4, Wilkeson Branch.....	20 MPH.

Multiple unit diesels N.P. 5400 series to 7000 series incl. Orting-Lake Kapowsin Branch.....

Not Permitted	Not Permitted
---------------	---------------

All trains, Orting-Lake Kapowsin Branch, Bridge 8, Puyallup River

10 MPH.	10 MPH.
---------	---------

Cars under 40 ft. 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.
Over Bridges 0 and 4, Wilkeson Branch.....	20 MPH.

Cars over 40 ft. long and weighing between 220,000 lbs. and 268,000 lbs. when coupled in groups of two or more:

Over Bridges 0 and 4, Wilkeson Branch.....	20 MPH.
--	---------

Heavy cars listed above must be separated from the engine and each other over Orting Branch, Bridge 8, Puyallup River.
3. **Heavy Cars—**

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—Meeker, Palmer Jct. and Lake Kapowsin.**
5. **Mountain Grade Operation—(See Mountain Grade Operation All Sub-Divisions).**

From 1000 feet west of MP 14, west of Buckley, to Cascade Junction, the descending grade reaches the maximum of 1.7%. The descending grade from end of track at Wilkeson to Cascade Junction reaches a maximum of 2.2%.

From 2000 feet east of MP 8 to 1000 feet east of MP 6, between Orting and Lake Kapowsin, the grade reaches a maximum of 1.9% descending for a short distance.
6. **Derails—**At Wilkeson on main track 1051 feet west of east switch of siding.

- At Orting, on main track just east of passenger station.
At Lake Kapowsin, on main track 100 feet west of first west switch.
At Lake Kapowsin on St. Regis spur 8000 ft. east of Landing No. 1.
7. **At Bayne Jct.—**Normal position of junction switch is for CMStP&P main track.
 8. **At Enumclaw—**While using main track of Weyerhaeuser Co. between junction switch with CMStP&P and yard limit sign 2000 feet east, all movements will be made in accordance with Rule 98.
All movements of engines and cars over highway crossing on track between BN and Weyerhaeuser Company's tracks must be protected by flagman.
 9. **At Wilkeson—**Normal position of junction switch is for Carbonado Line.
Track between Wilkeson and Carbonado out of service.
 10. **Palmer Junction—**See Item 18 of Fourth Subdivision.
Meeker—See Item 21 of Third Subdivision.
 11. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fourteenth Subdivision.
 12. **Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)**
Palmer Jct. to Meeker, MP 15-17 inc.
Lake Kapowsin to Orting, MP 4-8 inc.

PACIFIC DIVISION

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Cle Elum and Ronald	All Trains 20 MPH.
Cle Elum through city limits	10 MPH.
2. **Heavy Cars—**

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3 & 4, cars over 52.5 ft. long	315,000 lbs.
On Subdivision 13	220,000 lbs.
3. **Public Crossing—**On track leading to Mine 9, trains will stop before passing and trainmen protect movement of cars or engines over crossing.
4. **Mountain Grade Operation—(See Mountain Grade Operation All Sub-Divisions).**
Between CleElum and 4.2 miles west. Ruling grade descending West 2.2%.
5. **Derail—**On main track 2520 feet west of MP 1, between Cle Elum and Roslyn. At this location Rule 104(C) is modified to require derail to be set in derailing position while cabooses or cars stand on main track and while switching to and from main track of coal washing plant. At all other times, derail shall be left in non-derailing position.
6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fifteenth Subdivision.
7. **Handling 80 Foot or Longer Cars—(See all Subdivision Special Instructions)**
Cle Elum to Ronald, MP 0-6 inc.