

BURLINGTON NORTHERN INC.

SEATTLE REGION

SPOKANE AND PACIFIC DIVISIONS

Special Instructions No. 3

IN EFFECT AT 12:01 A.M.

**Pacific Standard Time
and
Mountain Standard Time**

Sunday, June 11, 1972

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

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

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

Printed in U.S.A.

ALL SUBDIVISIONS

| | |
|--|-----------------------|
| 1. Speed Restrictions | Maximum Speeds |
| Passenger trains | 79 MPH. |
| Freight Trains | 60 MPH. |
| No. 3 (Pacific Zip) passenger train speeds but not exceeding | 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 cabooses only 50 MPH. unless otherwise provided.

| Equipment | Main Line | Branch Line |
|---|-----------|-------------|
| Ore cars (except CP ore cars)..... | 45 MPH. | 20 MPH. |
| CP ore cars (series 370000-377000) | | |
| Loaded | 30 MPH. | 15 MPH. |
| Empty | 25 MPH. | 15 MPH. |
| Air dump cars (loaded)..... | 35 MPH. | 20 MPH. |
| Scale test cars except W.O. 3..... | 35 MPH. | 20 MPH. |
| Wrecking derricks | 30 MPH. | 15 MPH. |
| Loco cranes | 30 MPH. | 15 MPH. |
| Pile Drivers | 30 MPH. | 15 MPH. |
| Clamshells and shovels..... | 30 MPH. | 15 MPH. |
| Jordan Spreaders | 30 MPH. | 15 MPH. |
| Wedge plows and dozers (Dead in Tow)..... | 35 MPH. | 20 MPH. |
| Rotary plows | 30 MPH. | 20 MPH. |

Trains handling logs except on Spokane Division 6th and 7th Subdivisions (Except when log cars are equipped with permanent steel side stakes)..... 30 MPH. 15 MPH.

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

| | |
|---|---------|
| Maximum Speed Diesel units dead in tow. | |
| Switcher units | 50 MPH. |
| Road Switcher and other diesel units..... | 65 MPH. |

2. Movement of Diesel Units—

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

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

Diesel units not equipped with alignment control coupler:

- All switcher units
- Road and Road Switcher Diesel units
 - 600- 995 inclusive
 - 1556-1623 inclusive
 - 1955-1974 inclusive
 - 4000-4197 inclusive
 - 6000-6255 inclusive
 - 9700-9800 inclusive
 - 9804-9807 inclusive
 - 9818-9830 inclusive
 - 9911-9995 inclusive
- All Colorado and Southern, also Fort Worth and Denver Railroad diesel units.

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

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

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

When road passenger diesel units 9762 through 9794 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.

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

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

Handling 80 Foot or Longer Cars—
Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in 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) or Helper Units are in operation, such cars must be placed behind RCU units or Helper 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 loaded or empty.

80-foot or longer empty auto racks.

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

5. (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.
6. 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.
7. 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.

8. 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.

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

**SPOKANE DIVISION
FIRST SUBDIVISION**

9. 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.

10. 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.

To the extent practical, empty cars must not be handled in head 15 cars of trains descending mountain grades. Employees will be governed in Mountain grade operation by instruction contained in Air Brake Rule Book.

11. When radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

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

13. Employees are prohibited from working, riding, or moving from one unit to another on outside walkways when train is in motion, except that in case of necessity, or when passing signals, this may be done but speed of train must not exceed 25 MPH.

Under severe storm or other adverse weather conditions, train must be brought to a stop before working on or passing from one unit to another on outside walkway.

14. Log Instructions:

A. Log handling instructions pertaining to specific subdivisions are contained in that Subdivision's special instructions.

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

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.

C. Cars requiring log orders will not be handled in trains after dark except as provided for by specific subdivision special instructions.

Movement by Log Order:

D. SINGLE TRACK: Trains handling cars requiring log orders must be standing when meeting or being passed by another train.

E. Conductor will notify train dispatcher when he has cars in train requiring log orders:

DOUBLE OR TWO-MAIN TRACK:

- (1.) Unless otherwise provided, orders will be issued holding opposing trains, except work trains, at the next station.
- (2.) Unless otherwise provided, log trains must not meet or be passed by trains, except work trains, between stations; must be standing when passenger trains pass, and if practical, must be standing when freight trains are passing. If not practical, pull by standing freight trains at reduced speed.
- (3.) When meeting or passing work trains between stations, one train, when practicable, must be standing.

| 1. Speed Restrictions— Zone—between | Maximum Speed Permitted | |
|--|-------------------------|----------------|
| | Passenger | Freight |
| Columbia Falls No. 7 and 8 passing station | 45 MPH. | |
| Columbia Falls trains with helper engines passing station | | 40 MPH. |
| Through Flathead Tunnel..... | 40 MPH. | 35 MPH. |
| Between Rock Creek and Riverview, Westward trains in excess of 6000 tons | | 50 MPH. |
| Trains or engines through No. 20 turnouts at following locations: | | 35 MPH. |
| Ends of double track. | | |
| West Yard lead switch Whitefish. | | |
| East and West siding switches at: | | |
| Vista | Rock Creek | Ripley |
| Lupfer | Wolf Prairie | Libby |
| Radnor | Tamarack | Kootenai Falls |
| Brimstone | Fisher River | Troy |
| Twin Meadows | Riverview | |
| Trains and engines through No. 11 turnouts at following locations: | | 15 MPH. |
| Swamp Creek Spur. | | |
| Stryker Wye track. | | |

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:

| | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
| Over 52.5 ft. long..... | 315,000 lbs. |

3. Train Register Exceptions—
None.

4. 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 and Troy.
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. Rule 83(B) does not apply at intermediate stations in CTC territory.

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

6. 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.

7. Swamp Creek and Rock Creek—
When trains are stopped at next CTC signal after passing hot box detectors at Swamp Creek and Rock Creek and communication with Dispatcher is lost, train crews arrange to make inspection of their train for hot boxes before proceeding on proceed signal.

8. Rock Creek—
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.

9. Flathead Tunnel—
If, for any reason, Eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate

with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed Eastward to Twin Meadows.

Crew of Eastward or Westward trains stopped in Flathead Tunnel must communicate by telephone located in each bay of tunnel, with Dispatcher, to have tunnel ventilating fans operating and tunnel closure door at Twin Meadows closed during time train is standing.

In case of emergency, a train in the tunnel may make a forward or backward movement to Twin Meadows or Rock Creek without flag protection and may pass signals indicating stop and proceed at restricted speed without stopping except absolute signals displaying stop aspects located on each side of tunnel door. Train or engine crew will contact dispatcher by telephone and advise the movement they are to make.

Ventilating fans and tunnel door located at the East Portal of Flathead Tunnel, Eastward absolute signal located 120 feet West of tunnel door, and Westward absolute signal located 166 feet East of tunnel door. When a train or engine is stopped by either of these signals, contact by telephone to Dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.

In the event ventilating door Flathead Tunnel is closed, denying movement, crew must first contact dispatcher, who will take proper action. Emergency push buttons for operating the tunnel door are located inside the air lock door at East end of tunnel. A hand-hoist for emergency operation of the door is provided for hand operation in event of power failure. Go through the air lock doors and up the stairs to locate the hand-hoist.

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

SPOKANE DIVISION SECOND SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Sandpoint and Yardley..... | 75 MPH. | |
| Yardley and West Switch Cheney..... | 60 MPH. | |
| Sandpoint, trains crossing to Third sub-division | 10 MPH. | 10 MPH. |
| Yardley over Havana Street Crossing.... | 20 MPH. | 20 MPH. |
| 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, against current of traffic | 59 MPH. | 49 MPH. |
| Except between Marshall and MP 2..... | 50 MPH. | 49 MPH. |
| and between MP 2 and MP 1..... | 30 MPH. | 30 MPH. |
| Over public crossings within corporate limits Cheney | 35 MPH. | 35 MPH. |
| Bridge 3.2 between Sandpoint and Algoma Across entire bridge | | 30 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following are not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
| Over 52.5 ft. long | 315,000 lbs. |
3. **Train Register Exceptions—**
Yardley for trains originating or terminating.
Spokane for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Sandpoint—Rule 83(B) does not apply to trains moving to or from Rocky Mountain Third Subdivision.

Spokane—First class trains must secure clearance.
Cheney—Rule 83(B) does not apply to train moving to or from the Portland Division First Subdivision.

Spokane and Yardley—Eastward trains departing Spokane and Yardley which will crossover to Third Subdivision at Sandpoint will require an additional clearance addressed to "C&E _____ at Sandpoint".

Rule 83(B) does not apply at intermediate stations in CTC territory.

5. **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.
6. **At Yardley—**
Time of first class trains applies at crossover Havana Street. Train and engine movements will be governed by Rules 261 through 264 between Westward interlocking signal end of CTC Parkwater and Havana Street interlocking. Train and engine movements may be made without train order authority. Trains or engines must first secure authority from the train dispatcher, before entering main track between these two points. Westward trains departing Yardley via old main track will not enter main track without securing authority from train dispatcher.
7. **At Marshall—**
Time of first class trains applies at end of double track. Eastward trains will not require a clearance or train order authority to move with the current of traffic to Spokane or Yardley.
8. **At Spokane—**
Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.
9. **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 Westward Main to Westward Main | |
| From Eastward Main to Westward Main | |
| From Alki Spur to Westward Main | |
| From UP Main to Westward Main | } 3 long |
| From Old Main to Erie Street Yard, Track 5 | |
| From Westward Main to Erie Street Yard, Track 5 | } 2 long, 1 short |
| From Old Main to Erie Street interchange | |
| From Westward Main to Erie Street Interchange | |
| From Eastward Main to Erie Street Interchange | |
| From Alki Spur to Erie Street Interchange | |
| From UP Main to Erie Street Interchange | |
| EASTWARD | |
| Eastward Main to UP Main | } 1 long, 2 short |
| Westward Main to UP Main | |
| Erie Street Interchange to UP Main | } 3 long |
| Eastward Main to Alki Spur | |
| Westward Main to Alki Spur | |
| Erie Street Interchange to Alki Spur | } 4 short |
| Eastward Main to Eastward Main | |
| Westward Main to Eastward Main | |
| Erie Street Interchange to Eastward Main | |
| Westward Main to Westward Main | } 2 short, 1 long |
| Erie Street Interchange to Westward Main | |
| Westward Main to Old Main | } 1 long, 1 short, 1 long |
| Erie Street Interchange to Old Main | |
| Erie Street Yard #5 to Old Main | |
| Old Main to Old Main | 1 long, 1 short, 1 long |

SPOKANE DIVISION THIRD SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| Sandpoint, trains crossing over to Second Subdivision | 10 MPH. | 10 MPH. |
| Albeni Falls Spur and Diamond Match Mill | 10 MPH. | 10 MPH. |
| Mead, over switches and frogs on curves Aluminum Plant | | 5 MPH. |
| Spokane, public crossing Howard Street | 12 MPH. | 12 MPH. |
| —Other public crossings | 20 MPH. | 20 MPH. |
| Trains or engines through No. 20 turnouts at following locations: | 35 MPH. | |
| East and West siding switches at: | | |
| Troy | Bonners Ferry | Scotia |
| Yakt | Naples | Camden |
| Leonia | Sandpoint | |
| Crossport | Laclede | |
| End of double track at Dean. | | |
| Trains or engines through No. 15 turnouts at following locations: | 25 MPH. | |
| East and West switches Elmira. | | |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long..... 263,000 lbs.
Over 52.5 ft. long..... 315,000 lbs.
3. **Trains Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Westward trains departing Troy which will cross over to Second Subdivision at Sandpoint will require an additional clearance addressed to "C&E" at Sandpoint".
Sandpoint—Eastward trains which will cross over to Second Subdivision enroute Rocky Mountain Third Subdivision must secure a clearance before crossing over.
Ft. Wright—Eastward trains will not require a clearance or train order authority to move with current of traffic to Hillyard.
Dean—Westward trains will not require a clearance or train order authority to move with current of traffic to Hillyard if Automatic interlocking signal at the end of double track indicates proceed.
Rule 83(B) does not apply at intermediate stations in CTC territory.
5. **At Dean—**Train and engine movements will be governed by Rules 261 through 264 between Westward signal located 500 feet West of MP 1462 and Automatic Interlocking at end of double track. Trains or engines entering main track from set out track must first secure authority from the train dispatcher. Westward trains from Sixth Subdivision will first secure authority from the train dispatcher and after a favorable indication is obtained at keyout, may proceed on main track.
6. **At Mead—**When an Eastbound train moving with current of traffic uses the crossover to Westward main track, the switch indicator at the East switch of siding must be used to establish block signal protection as required in exception "A" of Rule 513 before making the crossover movement from the Eastward main track to the Westward main track. If a favorable signal indication is received, the crossover switches may be lined and the movement to the Westward main track made without waiting five minutes or flag protection provided. If a favorable indication is not received on the switch indicator light, the provisions of Consolidated Code Rules 513 and D-152 apply.
Trains must not enter main track until permission is received from train dispatcher.
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.

7. **Crossovers on Double Track—**
Facing point.
MP 1477.22 east of Br. 270, Spokane.
MP 1477.61 (Scissors) on Br. 273 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. 273 west of Spokane passenger depot.
MP 1478.41 west of Br. 273, Spokane.
MP 1467.2 east of East Switch, Mead.
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.
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. **Spokane—**
Do not sound engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.
10. **Manual Interlocking—**
Fort Wright.....End of double track.

SPOKANE DIVISION FOURTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speed Permitted |
|-----------------------------------|-------------------------|
| | Freight |
| Through turnouts at Scribner..... | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long..... 263,000 lbs.
Over 52.5 ft. long..... 315,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Fish Lake—Spokane division clearance received at Pasco and by U.P. trains at Ayer Jct. will clear train at Fish Lake.

**SPOKANE DIVISION
FIFTH SUBDIVISION**

1. **Speed Restrictions—**

| Zone—Between | Maximum Speed Permitted |
|---|-------------------------|
| Fairchild and Geiger Field..... | 15 MPH. |
| except on curves and public crossings..... | 8 MPH. |
| Ephrata 2.2 miles east (Air Base Washington Spur) | 8 MPH. |
| Trains or engines through No. 20 turnouts at following locations | 35 MPH. |
| Ends of double track | |
| East and West siding switches at: | |
| Edwall | Wilson Creek |
| Odessa | Adrian |
| Gibson | Columbia River |
| | Malaga |
| Wenatchee #1 crossover. | |
| Trains or engines through No. 15 turnouts at following locations: | 25 MPH. |
| Both siding switches at: | |
| Lyons | Quincy |
| Ephrata | Trinidad |
| Naylor | |
| East and West crossover switch West end of yard Wenatchee. | |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
 Over 52.5 ft. long 315,000 lbs.
 Malaga, jumbo hoppers must not be handled through the run-around track 9-A at Alcoa Plant.
3. **Train Register Exceptions—**
 Fort Wright—
 Quincy, trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Between Lamona and Bluestem clearance or train order authority to move with current of traffic in this territory not required. Rule 83(B) does not apply at intermediate stations in CTC territory.
5. 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.
6. **Crossovers on Double Track—**
 Trailing point.
 MP 1535.6—7.3 miles west of Harrington
 MP 1539 —4.4 miles East of Lamona
 Facing point.
 MP 1527.7 Harrington.
7. 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.
8. **Handling 80 Foot or Longer Cars—**(See all Subdivision Special Instructions)
 Ft. Wright to Wenatchee, MP 1623-1624, inc.

**SPOKANE DIVISION
SIXTH SUBDIVISION**

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. |
| Northport to Dean, trains handling logs (except when log cars are equipped with permanent steel side stakes) | 25 MPH. |
| Kettle Falls to Dean handling ore..... | 30 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
3. **Train Register Exceptions—**
 Dean, Register is located in depot which is locked with switch lock.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Dean, Rule 83(B) does not apply.
 Kettle Falls, all trains must obtain clearance.
5. Northport-Waneta, trains must not pass International Border without permission of Customs and Immigration Inspectors.
 Between Troup Junction and Boundary, U. S. Canadian Maintenance of Way Flagging Rules 41 and 44 apply.
6. Unless otherwise provided protection against following trains, as required by Consolidated Code Rule 99, is not required between Kettle Falls and Troup Jct.
7. **Handling 80 foot or longer cars—**(See all Subdivisions Special Instructions).
 Nelson to Dean—MP 101-194 inc.

SPOKANE DIVISION

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| Kettle Falls and Republic..... | 30 MPH. |
| Kettle Falls and Republic, trains handling logs (except when log cars are equipped with permanent steel side stakes) | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
3. **Train Register Exceptions—**
 None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 None.
5. Laurier-Danville, trains must not pass International Border without permission of Customs and Immigration Inspectors.
 Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Wash., and Danville, Wash.
6. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required between Boyds and Republic.
7. **Handling 80 Foot or Longer Cars—**(See All Subdivisions Special Instructions)
 Kettle Falls to Republic, MP 4-29 inc.

**SPOKANE DIVISION
EIGHTH SUBDIVISION**

1. **Speed Restrictions—**

| | |
|---|--------------------------|
| Zone—Between | Maximum Speeds Permitted |
| Cheney and Creston..... | 30 MPH. |
| Creston and Odair | 35 MPH. |
| Over Public crossings within corporate limits: | |
| Medical Lake, Wilbur | 25 MPH. |
| Creston, Almira, Hartline, Coulee City..... | 30 MPH. |
| Wrecking derricks 150 ton and larger, pile drivers and diesel units U25C or larger (over bridges)..... | 15 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Diesel units U25C or larger and cars heavier than 177,000 lbs. not permitted between Davenport and Eleanor.
 Cars heavier than 177,000 lbs. must be separated from engine.
 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.
3. **Train Register Exceptions—**
 Davenport, register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 None.
5. **Sidings—**Except at Major and Davenport are also used as industrial tracks.
6. Between MP 108 road crossing Odair and MP 125 Adco track out of service.
7. **At Odair—**Normal position of main track switches are for the through route Adco via the short leg of wye.
8. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.
9. **Handling 80 Foot or Longer Cars—**(See All Subdivisions 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 248,000 lbs... Over public crossings within corporate limits: | 15 MPH. |
| Coeur d'Alene | 6 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Diesel engines U25C or larger not permitted
 Wrecking Derricks 150 ton and larger over bridges.... 10 MPH.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long..... 263,000 lbs.
3. **Train Register Exceptions—**
 None.
4. **Clearance Provisions and Exceptions Rule 83(b)—**
 Hauser Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.
6. **Handling 80 Foot or Longer Cars—**(See all Subdivisions Special Instructions)
 Coeur d'Alene to Hauser, MP 11-12 inc.

**SPOKANE DIVISION
TENTH SUBDIVISION**

1. **Speed Restrictions—**

| | |
|---|--------------------------|
| Zone—Between | Maximum Speeds Permitted |
| Spokane and Coeur d'Alene..... | 25 MPH. |
| Spokane, Crestline St. Milwaukee Crossing, U.P. Interlocking | 15 MPH. |
| Millwood, Public crossing | 4 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long
 263,000 lbs. |
3. **Train Register Exceptions:**
 None.
4. **Clearance Exceptions and Exceptions Rule 83(B)—**
 Eastward trains destined Coeur d'Alene from Spokane must obtain Milwaukee clearance at Spokane Relay Telegraph Office, returning must obtain Milwaukee clearance at Coeur d'Alene.
5. **Restricted Clearance—**
 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 chip loader, Georgia Pacific Spur. The lateral restricted clearance extends for 250 feet parallel to the track on this spur, employees must be extremely careful in this area.
6. **Manual Interlockings—**
 Spokane—U.P. Interlocking—Engine Whistle, signals:
 To cross in either direction..... 4 long
7. 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 of these hours a member of the crew must be on the ground at crossing to protect the movement.
8. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required between Spokane and Spokane Bridge.
9. **Handling 80 Foot or Longer Cars—**(See all Subdivisions Special Instructions)
 Spokane to Coeur d'Alene, entire subdivision.

SPOKANE DIVISION

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

| | |
|---------------------------------|--------------------------|
| Zone—Between | Maximum Speeds Permitted |
| Mt. Hope to West Fairfield..... | 10 MPH. |
| West Fairfield to Manning | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Wrecking derricks not permitted.
 Hopper cars GN series 70600 to 70799 (BN 510000-510199) not permitted.
 Cars heavier than the following not permitted without authority of Superintendent.
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
3. **Train Register Exceptions—**
 None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 None.
5. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.
6. U.P.R.R. Crossing 0.5 miles west of Thornton, normal position of gate is "Stop" for BN.
7. **Handling 80 Foot or Longer Cars—**(See All Subdivisions Special Instructions)
 Mt. Hope to Manning, entire.

SPOKANE DIVISION

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

| | |
|---|--------------------------|
| Zone—Between | Maximum Speeds Permitted |
| Stryker and MP 1273.1 | 45 MPH. |
| Tobacco—Public crossing serving Plum Creek Lumber Company | 20 MPH. |
| Trains or engines through No. 20 turnouts at East siding switch Fortine | 35 MPH. |
| Trains or engines through No. 15 turnouts at West switch Tobacco | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of the Superintendent.
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
 Over 52.5 ft. long 315,000 lbs.
3. **Train Register Exceptions—**
 None.
4. **Clearance Exceptions—**
 Stryker, Rule 83(B) does not apply.
5. **Dual Control Switches—**
 Tobacco—West siding switch controlled by Operator Eureka.
6. **Eureka, Montana—**When spotting cars or trains on industry track at Eureka, Montana, they must be kept at least 250 feet from public crossing. When cars or trains are stopped on siding at Eureka they must be stopped at least 500 feet from public crossing.
7. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

SPOKANE DIVISION

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

| | |
|---|--------------------------|
| Zones—Between | Maximum Speeds Permitted |
| Marshall and MP 10 | 40 MPH. |
| MP 10 and MP 75..... | 35 MPH. |
| MP 75 and Howell..... | 40 MPH. |
| Howell and Kendrick, Mountain Grade— | |
| descending | 20 MPH. |
| ascending | 30 MPH. |
| Kendrick and Arrow | 40 MPH. |
| Over Public Crossings within corporate limits: | |
| Spangle (Third Street only)..... | 25 MPH. |
| Rosalia | 30 MPH. |
| Oakesdale | 25 MPH. |
| Garfield | 25 MPH. |
| (except public crossings) | 20 MPH. |
| Palouse | 25 MPH. |
| Pullman | 15 MPH. |
| Moscow | 20 MPH. |
| (except public crossings) | 12 MPH. |
| Wrecking derricks 250 tons (over bridges)..... | 10 MPH. |
| Diesel units U25C and larger (over bridges)..... | 20 MPH. |
| Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to..... | 10 MPH. |
| Cars over 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 105 and 107.1 | 20 MPH. |
| Cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
 Wrecking cranes, pile drivers and cars weighing over 177,000 lbs. must be separated from engine.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length..... 220,000 lbs.
 Over 40 ft. long 263,000 lbs.
 Hopper cars GN series 70600 to 70799 (BN 510000-510199) are not permitted on Business tracks at Oakesdale, Palouse and Moscow.
3. **Train Register Exceptions—**
 At Arrow—Westward trains only need to register.
 At Troy—Register will be used for spacing trains when operator is not on duty.
 Moscow and Rosalia—Trains originating and terminating only will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Yardley or Moscow, all Westward BN Trains, and at Lewiston or East Lewiston, all Eastward BN trains using CP track between Arrow and Lewiston, must secure both BN and CP clearance.
5. The following governs the issuing of Camas Prairie 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 railroad.
 In case BN stationary is used by the Camas Prairie, train orders and clearances must be stamped "Camas Prairie Railroad".
 Camas Prairie train orders must not be issued to BN trains at any station except Yardley and Moscow 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 Marshall and Lewiston, and during the time train dispatcher is not on duty

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

- 6. Mountain Grade Operation**—(See Mountain Grade Operation All Subdivisions)
Between Kendrick and Howell.
- 7. At Marshall**—
Trains will use whistle signal—Rule 15(t) or (u) as occasion requires instead of 15(d) or (e) for recall of flagman.
- 8. At Palouse**—WI&M will deliver cars on track No. 1. Delivery to WI&M will be made on River track by Eastward trains, and on either track 2 or 3 by Westward trains.
- 9. 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.
- 10. 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.
- 11. Between Kendrick and Juliaetta** automatic block signals are used in conjunction with detector fences.
- 12. Handling 80 Foot or Longer Cars**—(See All Subdivision Special Instructions)
Marshall to Arrow, MP 47-111 inc.
85 ft. flat cars cannot be used on Industry Tracks from Palouse or Moscow.

SPokane Division

FOURTEENTH SUBDIVISION

- 1. Speed Restrictions**—
Zone—Between Maximum Speeds Permitted
Pullman Jct. and Genesee..... 30 MPH.
Genesee on wye track..... 5 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent.
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
- 3. Train Register Exceptions**—
None.
- 4. Clearance Provisions and Exceptions Rule 83(B)**—
Pullman Jct. Rule 83(B) does not apply.
- Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.
- 6. Handling 80 Foot or Longer Cars**—(See All Subdivision Special Instructions)
Pullman Jct. to Genesee, Entire.

SPokane Division

FIFTEENTH SUBDIVISION

- 1. Speed Restrictions**—
Zone—Between Maximum Speed Permitted
Wenatchee and Keremeos..... 50 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent.
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
- 3. Train Register Exceptions**—
None.
- 4. Clearance Provisions and Exceptions Rule 83(B)**—
None.
- 5. Oroville**—Keremeos trains must not pass International Border without permission of Customs and Immigration Inspectors. Canadian Maintenance of Way Flagging Rule 41 and 44 apply between Keremeos and Chopaka.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Wenatchee and Canadian Border.

SPokane Division

SIXTEENTH SUBDIVISION

- 1. Speed Restrictions**—
Zone—Between Maximum Speeds Permitted
Columbia River and Mansfield.....20 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent.
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
Cars of 100 ton capacity or larger are not permitted. Hopper cars GN series 70600 to 70799 (BN 510000-510199) are not permitted.
- 3. Train Register Exceptions**—
None.
- 4. Clearance Provisions and Exceptions Rule 83(B)**—
Columbia River Rule 83(B) does not apply.
- Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.
- 6. Handling 80 Foot or Longer Cars**—(See All Subdivision Special Instructions)
Columbia River to Mansfield, MP 14-33 inc.

SPokane Division

SEVENTEENTH SUBDIVISION

- 1. Speed Restrictions**—
Zone—Between Maximum Speeds Permitted
Columbia Falls and Kalispell.....40 MPH.
Kalispell, over Main Street Crossing..... 5 MPH.
Kalispell and Somers..... 20 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
- 3. Train Register Exceptions**—
None.
- 4. Clearance Provisions and Exceptions Rule 83(B)**—
All trains between Columbia Falls and Somers will operate on Montana Division train orders and clearances.
- Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

PACIFIC DIVISION

FIRST SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speed Permitted |
|--|-------------------------|
| | Freight |
| Trains handling loaded ore cars in former GN series 80000 through 95039, former NP series 77800 through 78900 | 40 MPH. |
| These cars are not to be handled in trains No. 82, 83, 88, 97 or 188. | |
| Helper engines must be cut in ahead of these cars, loaded or empty, in trains. | |
| Seattle over Public Crossings..... | 20 MPH. |
| Except between Lenora St. and South Dearborn St. on waterfront | |
| Seattle, through turnouts South Portal..... | 10 MPH. |
| Trains or Engines between North Portal and South Portal | |
| With the current of traffic..... | 20 MPH. |
| Against the current of traffic..... | 10 MPH. |
| Ballard, over Bridge 4..... | 20 MPH. |
| Edmonds, through corporate limits..... | 40 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. |
| Trains or Engines through No. 20 turnouts at the following locations: | 35 MPH. |
| Both siding switches at Cashmere, Leavenworth, Winton, Merritt, Berne, and Gold Bar. | |
| West siding switches Scenic, Monroe and P. A. Jct. and the east siding switch Skykomish. | |
| Interbay, Yard lead at 23rd Ave. overhead bridge. | |
| Trains or engines through No. 15 turnouts at the following locations: | 25 MPH. |
| East switch Scenic, west switch Skykomish, both siding switches, Baring, east switch Monroe, west crossover switch, west end of yard, Wenatchee. | |
2. **Bridge, Engine and Heavy Car Restrictions—**

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

| | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
| Over 52.5 ft. long | 315,000 lbs. |
3. **Train Register Exceptions—**

Seattle, Interbay. Register for freight trains originating and terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Within CTC District Rule 83(B) does not apply except at Everett and Wenatchee.
5. **Seattle, King Street Passenger Station Tunnel Rules—**

King Street Passenger station Tunnel Rules shall consist of former GN 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.

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.

At North Portal, westward movements 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.

Whistle signals to be used only when unable to verbally communicate with North Portal operator.

Westward movements against the current of traffic into the tunnel are governed by a signal located 250 feet east of the east entrance to the tunnel.

6. At Seattle, between Bay Street and Blanchard Street, engine whistle must not be sounded except to prevent an accident not otherwise avoidable.
7. 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. 23 Mukilteo and between M.P. 27 Mukilteo and M.P. 17.49 Edmonds.
8. Between Edmonds and Interbay, running orders are not required for movements with the current of traffic.
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. **Crossovers Not Indicated at Station—**

| <u>Facing Point</u> | <u>Trailing Point</u> |
|---|---|
| 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. |

11. **Manual Interlockings, Not Indicated at Station—**

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

12. **Manual Interlockings with Dual Control Switches—**

North Portal-South Portal.....King Street Tunnel and terminal tracks.

InterbayThree (3) crossovers including the switch to U.S. Navy Pier #1—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.

13. **Automatic Interlockings—**

Ballard, between MP 7 and 8.....Automatic interlocking with spring switches. Instructions posted on interlocking signal masts. When a train or engine is stopped by a stop indication a member of crew must call dispatcher before operating time release.

Spring switch at east end of single track near MP 8 Ballard equipped with electric lock.

When eastward track east of this point must be taken out of service and westward track is to be used as single track, spring switch must be reversed by hand and locked with electric lock.

If dispatcher then authorizes a movement to or from the eastward track, electric lock must be released and switch lined by hand for this movement, after which switch must again be lined for westward track and locked with electric lock.

14. **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.**

15. **McKinnon Spur, 2.4 miles west of Monroe, main track switch not equipped with electric lock, Rule 263(A) applies.**

16. **East switch Berne to west switch Scenic. Signal transmission line carries 13,200 volts. All wires must be considered energized.**

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

17. **Mountain Grade Operation—(See Mountain Grade Operation All Sub-Divisions). Except as amended below. Between Skykomish and Wenatchee.**

18. **2.2% Grade**

Road locomotives must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units. When necessary, in order to transfer power and road locomotive consists of more than 6 units, all trailing units in excess of 6 units must be isolated and considered as part of trail tonnage.

Helper locomotive must not exceed a total of 10,000 rated horsepower and consist of not more than 5 units. Helper will be cut into train with proper division of tonnage. (Road locomotive and helper locomotive each trails its proportionate tonnage).

The following maximum tonnages must not be exceeded:

Single Train:

Eastbound: Limit 85 cars or 3,800 tons.
Limit 70 cars or 3,900 tons.
Limit 60 cars or 4,000 tons.
Limit 50 cars or 4,100 tons.

Westbound: Limit 90 cars or 4,000 tons.

Except

Train No. 97: Limit 90 cars or 4,250 tons.

Helper Train:

Eastbound: Limit 110 cars or 5,700 tons.

Westbound: Limit 125 cars or 6,500 tons.

1.6% Grade

Road locomotive must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units.

Maximum trail tonnage single train must not exceed 5,500 tons.

1.0% Grade

Road locomotive must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units.

Maximum trail tonnage must not exceed 9,000 tons.

When radio controlled units are used in a train, the slave units must be placed in train approximately two-thirds back from the head end of the train. Train tonnage will be limited by number of cars which may be handled over the various districts, and tonnage rating of the locomotive units used.

19. **Instruction Governing Operation of Trains Skykomish to Wenatchee—**

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

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

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

Eastbound freight train engineers 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. If hot engine alarms actuate in tunnel, Helper engineer will reduce to throttle 6 immediately.

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

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

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

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

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 Division Roadmaster, Seattle by wire the number of the air pack used so that it can be recharged at once.

20. 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.
21. 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. When operating or weather conditions require, the westward inspection may be made at Merritt.
22. Scenic and Berne, two rail clamps and chains are 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 and chains removed and replaced in Depot, Scenic or CTC Bungalows Berne.
23. Handling 80 Foot or Longer Cars—(See All Subdivision Special Instructions)
Wenatchee to Seattle, MP 1695-1729, inc.

PACIFIC DIVISION SECOND SUBDIVISION

| 1. Speed Restrictions— | Maximum Speed Permitted |
|--|-------------------------|
| Between | Freight |
| Everett Jct. to Delta Jct..... | 25 MPH. |
| Bridge 10 Delta Jct. and overhead bridge 200 feet south of interlocked switch Delta Jct..... | 15 MPH. |
| Overhead bridge 200 feet south of interlocked switch Delta Jct. and G.N. Jct..... | 40 MPH. |
| Lowell Jct. and Delta Jct..... | 30 MPH. |
| Marysville, over street crossings..... | 20 MPH. |
| Bellingham, over street crossings..... | 10 MPH. |
| Bellingham, over CMStP&P RR Crossings..... | 20 MPH. |
| Delta Alaska Terminal Yard Tracks 0.8 miles west of Brownsville BC..... | 5 MPH. |

| | |
|--|---------|
| New Westminster, Fraser River Bridge..... | 10 MPH. |
| Over Front St. Crossing..... | 10 MPH. |
| New Westminster, over Brunette Street and Braid Street Crossings | 25 MPH. |
| New Westminster, east leg of wye..... | 5 MPH. |
| Still Creek, over Grandview Highway North..... | 25 MPH. |
| Vancouver, over Pender, Union, Cordova Streets, Burrard Inlet, CPR Crossing, Powell St..... | 8 MPH. |
| Trains or engines through No. 20 turnouts at following locations: | 35 MPH. |
| Both siding switches English, Stanwood, Mt. Vernon, Bow, Samish, South Bellingham, B.C. Harbours Board, Colebrook, B.C., end of double track Burnaby and Still Creek, B.C. | |

2. Bridge Engine and Heavy Car Restrictions—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long263,000 lbs.
Over 52.5 ft. long315,000 lbs.
3. Train Register Exceptions—
Vancouver, Vancouver Jct., register located in train order office at Vancouver. Arrival of First Class trains on register at Vancouver will cover their arrival at Vancouver Jct.
New Westminster, all trains register by ticket.
Bellingham—register for trains originating or terminating.
4. Clearance Provisions and Exceptions Rule 83(B)—
At Everett Jct. Rule 83(B) does not apply.
Within CTC District Rule 83(B) does not apply except at Burlington and New Westminster.
Clearance received at Vancouver will clear trains at Vancouver Jct.
Canadian National eastward trains may enter CTC limits at the east end of Fraser River Bridge when the governing signal indicates proceed, obtaining clearance at New Westminster station.
5. Restricted Clearances—
The following overhead wires crossing our track do not have standard clearance of 27 ft. from top of rail:
Delta west wye switch..... 25'
Marysville, industry track 23'
Stanwood, industry track..... 24'
Fir, English Lumber Co. spur 1.3 miles west..... 25'
Mt. Vernon, Union Oil Co. spur..... 25' 10"
Burlington, Carnation Milk Co. spur..... 25' 6"
Vancouver, Hastings St. viaduct..... 19' 8"

High voltage electric wires at Still Creek and Vancouver, B. C. will not clear man on top of cars. Train and engine men must keep off top of cars and engines while passing under these wires except in emergency and then use extreme caution. Clearance from top of rail as follows:

| | |
|--|--------|
| Powell St.—Vancouver, B. C. BI Line..... | 20' 5" |
| Main St., Vancouver, B. C..... | 19' 6" |
| Renfrew St.—Still Creek..... | 21' 0" |

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

6. Following main track switches not equipped with Electric Locks, Rule 268(A) applies:
Pacific Grindine Wheel Spur (1 mile east Kruse Jct.).
Elevator Spur at Silvana.
Both ends Industry Track Silvana.
English Lumber Co. Spur (6.7 miles west of Mt. Vernon).
Fir Spur Track (5.3 miles West of Mt. Vernon).
Spur Track (MP 86).
Spur Track (MP 93 at So. Bellingham).

7. The following signals located to the left of the track which they govern:
 Eastward Siding Signal at East Switch, English.
 Westward Main Line Signal at West Switch, English.
 Eastward Main Line Signal at East Switch, Stanwood.
 Westward Siding Signal at West Switch, Stanwood.
 Eastward Main Line Signal at East Switch, Mt. Vernon.
 Westward Siding Signal at West Switch, Mt. Vernon.
 Eastward Siding Signal at East Switch, Bow.
 Westward Main Line Signal at West Switch, Bow.
 Eastward Siding Signal at East Switch, So. Bellingham.
 Westward Main Line Signal at West Switch, So. Bellingham.
8. At Bellingham—Flagman must precede all trains between Champion and Laurel Streets.
 Trains must stop and be preceded by flagman crossing Holly St. Street crossings must not be blocked in excess of five minutes.
9. Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration Inspectors.
10. Still Creek, eastward trains having wait or meet orders to fulfill at this point, or when governing signal indicates "stop", train will stand west of Renfrew Street Crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid circuit operating signals at this crossing.
11. Vancouver, Canadian National Railway operate jointly with BN over BN tracks between Water Front and connection with BN main track north of CN Jct.; also between east leg of wye from main track switch and connection with Canadian National Railway in the BN South Yard, all of which is located within yard limits of Vancouver. Telephones for City and train dispatcher are located in booth near BN main track connection. There is also a City Telephone and train register in yard office near Dock. Movements in both directions over the Burrard Inlet Line must be recorded in train register. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near Dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.
12. 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.
13. 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—Willingdon Jct.
 At Vancouver Steel Co. spur, 2.5 miles west of Still Creek.
 MP 147.8—1 mile east of Burnaby.
14. Manual Interlockings Not Indicated at Station—
 Drawbridge 11, 1.2 miles west of Marysville.
 Drawbridge 12, 0.5 miles west of Marysville.
 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 absolute signals.
15. 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.

16. Whistle signals for routes Delta Jct.
 Main track 1 long.
 From East to Delta Yard..... 1 long, 1 short.
 From West to Delta Yard..... 2 long, 1 short.
 From Delta Yard to East..... 2 long.
 From Delta Yard to West..... 3 long, 1 short.
 From PA Jct. to East..... 1 long, 1 short, 1 long.
 From East to PA Jct..... 1 long, 1 short, 2 long.
17. 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 93.
18. 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.
19. 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.
20. Railroad Crossings Protected by Gates Not Indicated at Station—
 Bellingham..... CMS&P RR crossings.
 Normal position is for BN. 1 at Army Street, 1 at Commercial Street, 2 at Pine Street.
 These four crossings are all equipped with manually operated gates which activate signals on Burlington Northern mainline tracks when lined for Milwaukee Railroad movements. All train and engine movements over these crossings must wait five (5) minutes after lining gates and ascertain the route is clear before making crossing movements over Burlington Northern mainline tracks.
21. 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.

22. New Westminster, radio call is CJN 253, Vancouver, CJN 282, and station name must not be used.
23. CTC between Townsend and Burnaby is operated by operator New Westminster under authority of dispatcher Seattle.
Canadian National train and engine movements between Tilbury Island and Townsend must receive authority from train dispatcher or control operator, New Westminster before making move from Dow Chemical Spur to Townsend. At Brownsville 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.
24. There is no superiority of trains between CN Jct. and Vancouver Jct. That portion of Consolidated Code Rule 93 reading "Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these points. Within these limits first class trains must move at reduced speed.
Before occupying main track between these points on the time of delayed first class trains, extra trains and engines must obtain permission from operator Vancouver or train dispatcher, in order to avoid delay to first class trains. In addition switch indicators must be operated in accordance with GN Ry Rule 240-T.
25. Between Still Creek and Burnaby, running orders are not required for movements with the current of traffic.
26. 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.
27. Canadian National westward train and engine movements will be authorized to enter the main track at Willington Jct. after they have received BN clearance from the operator at the New Second Narrows Bridge and proceed indication on the governing signal.

**PACIFIC DIVISION
THIRD SUBDIVISION**

| 1. Speed Restrictions— | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Seattle and Centralia..... | 75 MPH. | |
| Argo and Wabash against the current of traffic | 59 MPH. | 49 MPH. |
| MP 0 (Seattle) and MP 4 (west of Argo) | 60 MPH. | 50 MPH. |
| All street crossings in corporate limits of Seattle | 20 MPH. | 20 MPH. |
| At Black River Interlocking..... | 60 MPH. | 40 MPH. |
| Reservation and McCarver Street..... | 30 MPH. | 30 MPH. |
| Centralia and MP 51 (west of Bucoda) | 60 MPH. | |
| At Seattle: King St. Station, over switches | 8 MPH. | 8 MPH. |
| King St. Station, entering tunnel tracks | 10 MPH. | 10 MPH. |
| East of Holgate St., puzzle switches.. | 10 MPH. | 10 MPH. |
| At Argo Interlocking..... | 30 MPH. | 30 MPH. |
| At Pacific and Steilacoom within corporate limits..... | 50 MPH. | 50 MPH. |
| At Puyallup within Corporate Limits.... | 30 MPH. | 30 MPH. |

- At Sumner, Kent and Auburn within corporate limits 40 MPH. 40 MPH.
- At Tacoma:
Between East D Street and 21st Street.. 20 MPH. 20 MPH.
At Titlow, over 6th Avenue and Day Island crossing 25 MPH. 25 MPH.
At Bucoda, within corporate limits..... 65 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 86.8 and 78.9 on West Seattle Line..... 20 MPH.
Over Bridge 8.78 on Tideflats Branch..... 10 MPH.
Over rail locks on Bridge 36.8 on West Seattle Line.... 20 MPH.
Wrecking Cranes, 250 Tons—
Bridge 8.78 on Tideflats Branch, Bridge 17.2, all bridges on Highline in Tacoma and Bridges 14.07 and 0.40 on St. Paul and Tacoma Lumber Co. Spurs 20 MPH.
U25C, U28C, U33C, SD45 Series Locomotives over Bridge 20, West Seattle Line..... 10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—
Wrecking cranes 250 ton:
West Seattle Line..... Not Permitted
Bridge 19.9, East D Street Log Dump..... Not Permitted
At Holgate Street—
Account No. 7 turnouts in Stacy Street Yard at Seattle, SD-45, U-25C, U-28C, U-30C and U-33C type locomotive units cannot be used on trains originating, terminating or setting out in this yard.
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.
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long263,000 lbs.
EXCEPT cars over 52.5 ft. long.....315,000 lbs.
 3. Train Register Exceptions—
Seattle—Stacy Street Yard Office.
Auburn—Yard Office, for freight trains originating or terminating. Register will also show arrival and departure of First Class Trains.
Tacoma—Head of Bay Yard Office for extra trains that originate or terminate.
At Reservation and UP Jct. trains will register by register ticket and may be furnished check of register by register ticket issued by operator.
 4. Clearance Provisions and Exceptions Rule 83(B)—
At Seattle, trains from Stacy Street Yard secure clearance at Spokane Street Tower; trains from Second Avenue Yard at South Portal Tower.
At Black River Tower, Rule 83(B) does not apply, trains from 11th Subdivision must secure verbal authority from train dispatcher at Tacoma before entering Third Subdivision.
At Meeker, Rule 83(B) does not apply. Trains originating must secure verbal authority from train dispatcher before entering Third Subdivision main track.
At Tacoma, St. Clair, Tenino Jct. and Nisqually, Rule 83(B) does not apply.
 5. Interlockers and Drawbridges Not Indicated At Station—
On West Seattle Line:
Drawbridge 36.8

- Between Black River and Argo:
CMSTP&P crossing
- Between Reservation and East 15th Street:
UP crossing
- At Tacoma:
Between 21st Street and Union Depot
Between Halfmoon Yard and Pacific Avenue
Between Union Depot and 11th Street
- Between Titlow and Steilacoom:
Drawbridge 14
6. **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
Running track to new Muni Yard—CMSTP&P
7. **At Black River Interlocking—**Trains entering the interlocking to back in on east leg of wye, or working interchange tracks, or making reverse movement between Black River station and interchange track, should notify 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.
8. **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 South Seattle 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.
9. **At Seattle—**
All trains and engines using westward or eastward main tracks between the west switch of the Diagonal Wye and King Street Station move at reduced speed. 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.
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.
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.
10. **Between Argo and Spokane St. Tower—**
Through trackage between these points is designated as follows:
Colorado Ave. Line.....Track 1
Eleventh Subdivision Eastward track.....Track 2
Eleventh 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.
11. **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 from Track 1.....2 long, 1 short.
To Interchange from Tracks 2 or 3.....1 short, 1 long, 1 short.
From Interchange to Track 1.....1 long, 2 short, 1 long.
From Interchange to Track 2.....1 long, 3 short, 1 long.
From Interchange to Track 3.....1 long, 4 short, 1 long.
12. **At Argo—**
Approach signal to Eleventh Subdivision is located on left hand side of Track 3, 3000 feet east of Argo.
Westward trains entering Eleventh Subdivision from Track 1, stop on Track 1 at crossover and phone control operator at Argo notifying him of route desired.
The following whistle signals will be used for interlocking routes:
Track 11 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
Lead2 long
Westward to Eleventh Subdivision.....1 long
Westward from Track 2 to Track 1.....1 long, 1 short, 1 long
Shore Line2 short, 1 long
Westward to eastward main track through crossover4 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 call interlocking operator for instructions.
13. **At Kent, city ordinance prohibits switching operations over East Valley Highway near 212th Street 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.
14. **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 team track lead and operate only with train movements on main tracks.
15. **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, or when crossing is protected by automatic crossing signals in operation.
During switching operations when visibility is restricted due to weather, flagmen must use flares at grade crossing not protected by flashing lights, bell signals or traffic signals, and at the following specific intersections:
1. East 11th and Canal Streets
2. East 11th Street and St. Paul Lumber Mill
3. Puyallup Avenue and East K Street
Except for through trains in motion, trains or switching movements are not permitted to block the following crossings for in excess of 4 consecutive minutes:
1. Canal Street
2. Lincoln Avenue
3. McCarver Street
4. McKinley Avenue
5. Pacific Avenue
6. Pine Street
7. Puyallup Avenue
12. East 11th Street
13. East 15th Street
14. South 15th Street
15. South 17th Street
16. South 19th Street
17. South 21st Street
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 8:30 AM and 8:30 AM, and between 8:30 PM and 6:00 PM except on Saturdays, Sundays and legal holidays.

16. **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 Half Moon Yard.....1 short; 1 long
17. **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.
18. **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.
19. **At Nisqually,** Trains from Fifth Subdivision must not enter Third Subdivision until authority is received from operator at Centralia, Steilacoom, UP Jct. or Train Dispatcher. Operator must obtain authority from dispatcher.
Extra trains from Fifth Subdivision may run as extra trains with the current of traffic Nisqually to Centralia or to Tacoma without train order authority.
20. **At St. Clair,** Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from operator at Centralia, Steilacoom, UP Jct. or Train Dispatcher and may run as eastward extra train with the current of traffic St. Clair to Tacoma without train order authority. Operator must obtain authority from dispatcher.
21. **At Centralia—Portland Division instructions apply.**

PACIFIC DIVISION FOURTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| Yakima and Auburn..... | 75 MPH. | |
| Yakima and MP 16 (Kountze)..... | 70 MPH. | |
| Easton and Cabin Creek..... | 60 MPH. | |
| Cabin Creek and Martin..... | 30 MPH. | 20 MPH. |
| Descending against the current of traffic | 25 MPH. | 20 MPH. |
| Through Stampede Tunnel No. 3..... | 30 MPH. | 30 MPH. |
| Stampede Tunnel No. 3 and Lester..... | 30 MPH. | 20 MPH. |
| Descending against the current of traffic | 25 MPH. | 20 MPH. |
| Lester and MP 82 (Kanaskat)..... | 60 MPH. | |
| MP 82 and MP 102 (East of Auburn) .. | 70 MPH. | |
| MP 102 and MP 103 (East Auburn).... | 60 MPH. | |
| At Ellensburg—Within corporate limits | 50 MPH. | 35 MPH. |
| At Lester—Movements over Loop Track..... | | 5 MPH. |
| At Cle Elum over crossing west of Depot | 25 MPH. | 25 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
U25C, U28C, U33C, and SD45 series locomotives not permitted on Loop Track at Lester, Y Track at Easton and Ellensburg.
Rotary No's. 45 and 42 not permitted on Loop Track Lester.

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

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

3. **Train Register Exceptions:**
Auburn Yard—for freight trains originating and terminating.
At Auburn passenger station first class trains register by ticket.
At Ellensburg—Register in passenger station to be used by crews originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Ellensburg, first class trains must secure clearance.
5. **Spring Switches—**
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.
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
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.
6. **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.
7. **Centralized Traffic Control between Stampede and Martin—**
Employs 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.
A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the control operator at Easton must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.
Sam Spur track switch located 900 feet west of MP 49 at Stampede is equipped with an electric lock and release of lock is controlled by control operator at Easton.
8. **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.
Ellensburg: No. 1 track in east yard (east of Fifth Street) will be used as westward siding, and No. 1 track in west yard (west of Fifth Street) will be used as eastward siding. The normal position of switches of connecting track between west No. 1 and east No. 1 tracks is for the connecting track and must be left in normal position after being used.
Pomona: North siding is eastward, south siding is westward.
9. **Mountain Grade Operation—**
(See Mountain Grade Operation All Subdivisions)
Mountain grade between Easton and Lester. Ruling grade 2.2%.

**PACIFIC DIVISION
FIFTH SUBDIVISION**

10. **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.
11. **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.
Train and engine movements will be governed by Rules 261 through 264 between the west switch at East Auburn and the junction at Auburn, and between the west switch at East Auburn and Auburn Yard.
Westward train and engine movements will be governed by westward block signal at the west switch of East Auburn.
Eastward train and engine movements will be governed by eastward block signal located 309 feet east of Fourth Subdivision junction switch.
Eastward train and engine movements from Auburn Yard 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.
12. **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.
13. **At Lester**—If it becomes necessary for crews to switch cars east of Signal 59.2 on the eastward track, or Signal 59.4 on the westward track, a member of crew must secure permission from Dispatcher before doing so to avoid stopping tonnage trains.
14. **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.
15. **At Yakima**—Portland Division Instructions Govern.
16. **Handling 80 Foot or Longer Cars**—
(See All Subdivision Special Instructions)
MP 40-57 inc.

1. **Speed Restrictions**—
Zone—Between
U.P. Jct. and Tenino Jct. 30 MPH.
At Tacoma—
Between Commerce St. and 15th St. 6 MPH.
Between Wilkeson St. and Commerce St. on descending grade 15 MPH.
Lakeview and Nisqually 30 MPH.
At South Tacoma, entering double track 15 MPH.
At McChord Field and Mobase — on Government tracks 10 MPH.
Bridge 22.1 between Roy and Yelm, trains handling logs 10 MPH.
At Roy:
Over street crossings 25 MPH.
At Dupont, within corporate limits 20 MPH.
At Fort Lewis:
Over Dupont highway public crossing 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, Engine and Heavy Car Restrictions**—
At McChord Field: Engines must not go beyond derail of McChord Field track connections.
250-ton wrecking cranes not permitted on Dupont spur at Fort Lewis.
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length 220,000 lbs.
Over 40 ft. long 263,000 lbs.
3. **Train Register Exceptions**—At U.P. Jct. trains register by ticket.
4. **Clearance Exceptions and Provisions Rule 83(B)**—
At Nisqually and Tenino Jct., Rule 83(B) does not apply.
5. **Yard Limits**—Tracks between yard limit signs east of Reservation and west of McCarver St. and South Tacoma operated as one yard.
Trackage between the Yard Limit Signs east of Lakeview and west of Tillicum will be operated as one yard.
6. **Railroad crossings not indicated at station**—
Fort Lewis, Dupont Powder works 4 narrow gauge railroad crossings protected by gates with reflectorized stop signals.
7. **Mountain Grade Operation**—
(See Mountain Grade Operation All Subdivisions)
Between 15th Street, Tacoma, and 2½ miles west. Ruling grade descending: East 2.2%.
8. **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.
9. **At Lakeview**—
Normal position of junction switch is for South Tacoma-Tenino Jct. line.
10. **At Mobase**—Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks.
Gate into Mount Rainier Army Depot will be kept locked at all times with switch lock.
11. 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.

12. **At Yelm**—Train or engine movements on siding or house track over highway crossings must be protected by trainman on ground.
13. **Between Lakeview and Fort Lewis**—
At following locations, if crossing indicator lights are not flashing, all trains will stop and flag over such crossing:

| | |
|---------------------|-------------------|
| Bridgeport Way | Signals 06 and 07 |
| Thorne Lane | Signals 31 and 32 |
| Berkeley Street | Signals 38 and 39 |
| 41st Division Drive | Signals 56 and 57 |
| Lake Street | Signals 91 and 92 |
14. **At Fort Lewis and North Fort Lewis**—
On Cantonment tracks when backing or pushing cars ahead of engine over street crossing, movement must be protected by flagman on ground.
Many government warehouses, semi-portable loading ramps and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.
Derail 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.
At Fort Lewis, House track switch must be left lined for house track.
15. **Handling 80 Foot or Longer Cars**—
(See All Subdivision Special Instructions)
UP Jct. 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 from tunnel.
Eastward trains between east end of the curve at east end of tunnel and east city limits..... 20 MPH.
All other trains within corporate limits..... 10 MPH.
Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge, Engine and Heavy Car Restrictions**—
250-ton wrecking cranes:
Over Bridge 9.1, Tumwater Branch,
at Olympia Not 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.
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 cars over 52.5 long.....315,000 lbs.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
At Saint Clair, Rule 83(B) does not apply.

5. **At Olympia**—
Movements through Tunnel District are governed by color light type automatic signals as follows:
Westward signal 8.7 located 1750 feet east of MP 9.
Westward signal 9.3 located 275 feet east of tunnel.
Eastward signal 9.4 located 275 feet west of tunnel.
Eastward signal located between main track and siding, 275 feet west of tunnel, normal indication stop, governs eastward movements from siding to main track. Switch of siding must be lined for main track before signal will indicate proceed. Before opening switch of siding, eastward trains or engines from siding must have proceed indication from signal 9.4.
Trains or engines from Jefferson St. Line, in addition to having proceed indication from signal 9.3 before opening main track switch, must comply with the provisions of Rule 518.
Westward trains finding signal 9.3 and eastward trains finding signal 9.4 or eastward signal located between main track and siding in stop position may proceed through tunnel only under protection of flag.
Connection leading from Jefferson Street Spur to UP scale track, at Eighth Street, just east of tunnel, has no clearance with the UP siding for a distance of 150 feet from a point 195 feet from switch connection on Jefferson Street spur. Trains or yard engines moving to or from Jefferson Street spur and UP scale track must protect themselves and make certain that no UP trains are moving on either their main track or siding while movement is being made either to or from scale track. Hadel 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.
6. **At Gate**—Portland Division Instructions Govern.
7. **Handling 80 Foot or Longer Cars**—
(See All Subdivision Special Instructions)
MP 7-11 inc.
8. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not required.

PACIFIC DIVISION

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| Scopa and Woodinville..... | 30 MPH. |
| Woodinville and Sedro Woolley | 35 MPH. |
| Sedro Woolley and Wickersham | 30 MPH. |
| Wickersham and Sumas..... | 49 MPH. |
| Kruse Jct. and Edgecomb | 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.
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.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
EXCEPT cars over 52.5 long.....315,000 lbs.
3. **Train Register Exceptions—**
 Arlington for Ninth Subdivision trains.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Scopa, Bromart and Kruse Jct., Rule 83(B) does not apply.
5. **Interlockings and Draw Bridges Not Indicated at Station—**
 Between Bromart and Snohomish:
 Drawbridge 38, Snohomish River.
 Between Clear Lake and Sedro-Woolley:
 Drawbridge 86, Skagit River.
6. **Railroad Crossings Not Indicated at Stations—**
 Between Sedro-Woolley and Thornwood:
 Two Tenth Subdivision Crossings
Between Nooksack and Sumas:
CMStP&P.
7. **Yard Limits—**
 Tracks between yard limits west of Bromart and east of Snohomish operated as one yard.
 Tracks between yard limits east of Scopa and west of Renton operated as one yard.
8. **At Bellevue—**Do not leave cars between main track and gate at Safeway spur account descending track.
No switching on or across N.E. 8th between the hour of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM except on Sundays and legal holidays.
9. **At Woodinville—**normal position of junction switch is for Seventh Subdivision.
At Bromart—normal position of junction switch is from Seventh to First Subdivision.
At Edgecomb—normal position of junction switch is via Kruse Jct.
At Arlington Jct.—normal position of the switch will be from the Seventh Subdivision to the Ninth Subdivision.
At Sedro-Woolley—normal position of the switch will be from the Seventh to the Tenth Subdivision.
10. **At Hartford—**switch leading to the mill must be left lined for the mill track.
11. **Handling 80 Foot or Longer Cars—(See All Subdivision Special Instructions)**
 MP 27-29 inc.

PACIFIC DIVISION

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|--|--------------------------|
| Woodinville and Fall City | 25 MPH. |
| Fall City and North Bend | 15 MPH. |
| Over Bridges 20, 27.2, 28, 31, and 31.1..... | 15 MPH. |
| Over Bridge 31.2..... | 10 MPH. |
| Near Issaquah, over public crossing 1062 feet east of MP 18 | 10 MPH. |
| At Issaquah, within corporate limits | 15 MPH. |

Advance-warning signs are located 1500 feet in advance of the Reduce speed signs.
2. **Bridge, Engine and Heavy Car Restrictions—**
 250 ton wrecking cranes not permitted.
 Between Woodinville and North Bend, cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs.
U25C, U28C, U33C, SD45 series locomotives not permitted over bridges between Issaquah and Snoqualmie.
 Pile drivers 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.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 Over 40 ft. long263,000 lbs.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At North Bend, Rule 83(B) does not apply.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not required.
6. **At Tanner—**Engines and loads not permitted on St. Regis runaround track.
7. **Railroad Crossings Not Indicated at Stations—**
 Tanner, CMStP&P
8. **Handling 80 Foot or Longer Cars—(See All Subdivision Special Instructions)**
 MP 32-20 inc.

PACIFIC DIVISION

NINTH SUBDIVISION

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| Arlington and Darrington..... | 25 MPH. |
| Trains handling logs over Bridges 2, 7, 10, 11, 18 and 22.1 | 5 MPH. |
| U25C, U28C, U33C, SD45 series locomotives, pile drivers 25-34 incl., 150 ton wrecking cranes over Bridge 10 | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
250-ton wrecking cranes **Not Permitted**
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.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 Over 40 ft. long263,000 lbs.

3. **Train Register Exceptions—**
None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
None.
5. Unless otherwise instructed, protection against following trains, per Consolidated Code Rule 99, is not required.

**PACIFIC DIVISION
TENTH SUBDIVISION**

1. **Speed Restrictions—**

| Zone—Between | Maximum Speeds Permitted |
|-----------------------------------|--------------------------|
| Anacortes and Sedro Woolley | 35 MPH. |
| Sedro Woolley and Concrete | 25 MPH. |
| Bridge 12, Whitney..... | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

| | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
3. **Train Register Exceptions—**
None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Burlington, Tenth Subdivision trains must secure clearance.
5. **Manual Interlockings Not Otherwise Indicated in Time Table—**
Drawbridge 12—one mile west of Whitney.
6. **At Sedro-Woolley—**normal position of the Jct. Switch will be from the Seventh to the Tenth Subdivision.
7. Unless otherwise instructed, protection against following trains, per Consolidated Code Rule 99 is not required between Anacortes and Burlington and between Sedro Woolley and Concrete. Protection against following trains is required, per Consolidated Code Rule 99 between Burlington and Sedro Woolley.

**PACIFIC DIVISION
ELEVENTH SUBDIVISION**

1. **Speed Restrictions—**

| Between | Maximum Speeds Permitted |
|--|--------------------------|
| Argo and Maple Valley..... | Freight 35 MPH. |
| Maple Valley and Black Diamond | 20 MPH. |
| Renton. Over paved district and all street crossings | 10 MPH. |
| Renton and Scopa | 10 MPH. |
| All street crossings in corporate limits of Seattle..... | 20 MPH. |
| Between absolute signals of interlockings at Argo and Black River Tower..... | 25 MPH. |
| Over Bridge 22.8 Maple Valley | 10 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

| | |
|-------------------------------------|--------------|
| 40 ft. or less in length | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
| EXCEPT cars over 52.5 ft. long..... | 220,000 lbs. |
3. **Train Register Exceptions—**
Black River Tower, Renton, and Maple Valley—Trains may register by ticket.

38

4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Scopa Rule 83(B) does not apply.
5. **At Black River Tower—**Trains from the Third Subdivision must secure verbal authority from the train dispatcher at Maple Valley before entering Eleventh Subdivision.
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, dry chemical or carbon dioxide type fire extinguishers must be used. These extinguishers are non-conductors suitable for electrical fires.

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 400 feet west of Renton Depot governs eastward movements over spring switch.
 - (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. **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 Maple Valley line).

39

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

| FACING POINT: | TRAILING POINT: |
|--|--|
| Van Asselt. East end of Milwaukee Yard | Argo. 1500 ft. west of Tower |
| Black River. 2800 ft. west of Tower | Van Asselt. West end of Milwaukee Yard |
| Black River. 7800 ft. west of Tower | 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.

10. 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.

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

At Renton, cars must not be kicked at the Boeing plant, and hand brakes must be set on all cars left standing on lead.

Account curvature of track, no 60 foot or longer cars are permitted on the Boeing lead or Boeing trackage west of Boeing's private crossing.

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.

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.

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

12. At Argo—Third Subdivision Special Instructions Apply.

Whistle signals:

Eastward to Spokane St.—One Long

Eastward for crossover to UP Tracks—One Long, One Short, One Long.

13. Black River Tower—

Whistle Signals:

Eleventh 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 Eleventh Subdivision.

14. Restricted Clearances—

Black Diamond. No clearance for engines or men at coal ramps.

Caboose and engine will not clear coal bunkers.

PACIFIC DIVISION

TWELFTH 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.

U25C, U28C, U38C and SD45 series locomotives:

Over Bridges 0 and 4, Wilkeson Branch..... 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.

Bridge 8, Puyallup River..... 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.

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 263,000 lbs. when coupled in groups of two or more:

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

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

250-ton wrecking cranes, U25C, U28C, U38C and SD45 units.

Between Cascade Jct. and Wilkeson..... Not Permitted

Orting-Lake Kapowsin Branch..... Not Permitted

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

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

Over 40 ft. long 263,000 lbs.

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

3. **Train Register Exceptions—**

None.

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

At Meeker, Palmer Jct. and Lake Kapowsin, Rule 83(B) does not apply.

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. **Deraile—At Wilkeson on main track 1051 feet west of east switch of siding.**

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—Normal position of junction switch is for Burlington Northern main track.**

8. **At Enumclaw**

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. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Twelfth Subdivision.

11. **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 THIRTEENTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | All Trains |
| Cle Elum and Ronald | 20 MPH. |
| Cle Elum through city limits | 10 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | |
| Cars heavier than the following not permitted without authority of Superintendent: | |
| 40 ft. or less in length | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
| 3. Train Register Exceptions— | |
| None. | |
| 4. Clearance Provisions and Exceptions Rule 83(B)— | |
| None. | |
| 5. Public Crossing— On track leading to Mine 9, trains will stop before passing and trainmen protect movement of cars or engines over crossing. | |
| 6. Mountain Grade Operation— (See Mountain Grade Operation All Subdivisions). | |
| Between Cle Elum and 4.2 miles west. Ruling grade 2.2%. | |
| 7. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Thirteenth Subdivision. | |
| 8. Handling 80 Foot or Longer Cars— (See All Subdivision Special Instructions) | |
| Cle Elum to Ronald, MP 0-6 inc. | |

SPEED TABLE

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



