

# **BURLINGTON NORTHERN INC.**

## **SEATTLE REGION**

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**SPOKANE AND PACIFIC DIVISIONS**

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

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

**Pacific Standard Time  
and  
Mountain Standard Time**

**Sunday, May 19, 1974**

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

**Asst. Vice President  
Operations  
C. J. BRYAN**

**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.....See Subdivision Special Instructions  
 Freight Trains .....60 MPH.  
 No. 3 and No. 4, passenger train speeds  
   but not exceeding.....65 MPH.  
 No. 3 and No. 4 will observe freight train speeds when consist  
 exceeds 40 cars or when consist contains cars not equipped with  
 roller bearings.  
 The above speeds are subject to modification under speed re-  
 strictions 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.....15 MPH.  
 Engines running light or with caboose only 50 MPH, unless  
 otherwise provided.

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

Trains handling logs except when log  
 cars are equipped with permanent  
 steel side stakes.....30 MPH. 15 MPH.

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

**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 in-  
 cludes a diesel unit or units not equipped with alignment control  
 couplers, only the three rear units will be allowed to work power  
 when the train is to make a back-up movement. Other units must  
 be isolated.

Diesel units not equipped with alignment control coupler:

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

3. At no time can more than seven high-horsepower units be cou-  
 pled 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 com-  
 bination of grade and curvature exceed certain limits. Equip-  
 ment listed below must be handled in the rear 50 cars and as  
 near the caboose as practicable where such limits exist, except  
 that where helper is used on rear of the train a buffer of 10 or  
 more cars of less than 80 foot ahead of the caboose must be  
 maintained.

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

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

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

80 foot or longer empty auto rack cars.

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

5. Remote Control Unit Operation:  
 The power distribution between lead and remote consists must  
 not exceed the following:

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

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

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

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

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

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

6. Repeater Relay Air Car Operation:  
 When repeater relay air car is to be operated in train, it must  
 be placed approximately in the middle of the train.

7. When blowing snow or other conditions restrict visibility to the  
 point that proper running inspection cannot be made, or when  
 notified that a hot box detector is out of service, freight trains

will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the provisions of Rule 240-T, pages 114-118 of the Consolidated Code of Operating Rules will be suspended for defective equipment indicator associated with such hot box detector.

8. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous 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.
9. 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, employees must be governed by instructions posted.
10. RULES 200 AND 83(B) and other rules pertaining to authority for, and signature on, train orders and clearances are modified to permit train orders and clearance to be issued by the authority and over the signature of the Chief Dispatcher.
11. **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.
12. 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.
13. In CTC territory, before using any electrically locked switch, permission must be obtained from Control Operator. Rule 281 is amended accordingly.
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.
15. **Within Yard Limits—**In non-ABS territory, the main track must not be used as a convenient storage track for connections not run, or other reasons, except in case of serious emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order.
  16. Rule 103(E) of the Consolidated Code of Operating Rules, Edition of 1967 does not apply on Burlington Northern. The following Rule 103(E) applies: Cars must not be handled ahead of the engine between stations outside of yard limit except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.
  17. Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

#### **RULE 226**

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

#### **RULES 414**

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

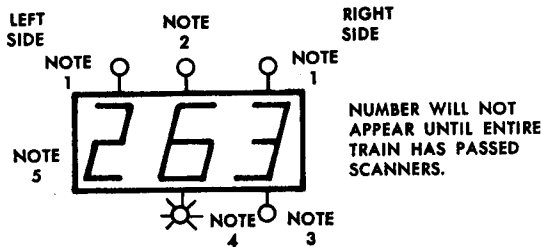
#### **18. Failed Equipment Detector Instructions—**

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

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

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

# DEFECTIVE EQUIPMENT DISPLAY AS VIEWED FROM APPROACHING TRAIN



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

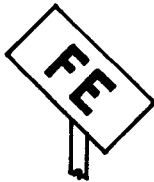
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

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

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

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

## FAILED EQUIPMENT SIGN



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

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

The following rule applies to all employees:

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

# SPOKANE DIVISION (Conkelley-Cheney)

## FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speed Permitted	Passenger	Freight
Conkelley and Yardley .....	70 MPH.		
Columbia Falls trains with helper engines passing station.....			40 MPH.
Through Flathead Tunnel.....	40 MPH.		35 MPH.
Rock Creek and Riverview Westward trains in excess of 6000 tons.....			50 MPH.
Bridge 3.2 between Sandpoint and Algoma over entire bridge.....	30 MPH.		30 MPH.
Yardley over Havana Street crossing....	20 MPH.		20 MPH.
Westward trains departing Yardley Yard until entire train on main track			10 MPH.
Yardley and West Switch Cheney.....	50 MPH.		50 MPH.
Spokane through UP Interlocking.....	25 MPH.		25 MPH.
Yardley and Sunset Jct. both tracks between 1400 ft. west of MP 70 and MP 1 (East and West Spokane Depot)	25 MPH.		25 MPH.
Yardley and Sunset Jct. against current of traffic .....			49 MPH.
Over public crossings within corporate limits of Cheney.....	35 MPH.		35 MPH.
Trains or engines through turnouts at following locations: .....	35 MPH.		35 MPH.
Ends of double track Conkelley and Whitefish			
West yard lead switch Whitefish			
Sandpoint Jct., North Main track Irvin			
Siding switches at:			
Vista	Tamarack	Yakt	
Lupfer	Fisher River	Leonia	
Radnor	Riverview	Crossport	
Brimstone	Ripley	Bonnors Ferry	
Twin Meadows	Libby	Naples	
Rock Creek	Kootenai Falls	Boyer	
Wolf Prairie	Troy	Ramsey	
East Switch Elmira			
Trains or engines through turnouts at following locations: .....	30 MPH.		30 MPH.
Sunset Jct.			
Siding Switches at:			
Algoma	Athol	Otis Orchards	
Cocolalla	Rathdrum		
Trains or engines through turnouts at following locations:			
West Siding switch Elmira.....	25 MPH.		25 MPH.
Siding switches Empire			
Crossover and 13th Subdivision switch			
Marshall			
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—**

Yardley and Spokane for trains originating or terminating only—
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. All trains between Whitefish, Montana, and Conkelley, Montana, will operate on Montana Division train orders and clearances.

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser, and Marshall, or at intermediate stations in CTC territory.

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

First class trains must secure a clearance Form A at Spokane.

Between Sunset Jct. and Yardley, clearance or train order authority is not required to move with the current of traffic in either direction.

Cheney—Rule 83(B) does not apply to trains moving from the Portland Division First Subdivision.

**5. Spring Switches—**

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H) of the Consolidated Code of Operating Rules:  
Whitefish-West end double track.

**6. At Columbia Falls, Montana—**

Trains from Seventeenth Subdivision must not enter main track on First Subdivision until permission is received from dispatcher.

**7. Plum Creek Plywood Mill, Columbia Falls—**

Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

**8. At Whitefish—**

Between end of double track and CTC, authority for trains or engines, except first class trains, to use main track must be secured from Yardmaster at Whitefish. A Westward train stopped by the absolute signal governing movement over spring switch at the end of double track will be governed by instructions from the yardmaster at Whitefish as to their movement. Rule 509 is modified accordingly and movement will be made over the spring switch in accordance with Consolidated Code Rule 104 (H).

**9. Swamp Creek and Rock Creek—**

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

**10. Flathead Tunnel—**

If, for any reason, Eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed Eastward to Twin Meadows.

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

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

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

In the event ventilating door, Flathead tunnel, is closed, denying movement, crew must first contact dispatcher, who will take proper action. Emergency push buttons for operating the tunnel door are located inside the air lock door at East end of tunnel. A hand hoist for emergency operation of the door is provided for hand operation in event of power failure. Go through the air lock doors and up the stairs to locate the hand hoist. Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one of these air packs are used, advise the Superintendent at Spokane, and the Trainmaster at Whitefish, by wire, the number of the air pack used so that it can be recharged at once.

**11. Between Irvin and Yardley—**

Trains and engines stopping clear of crossings where five minute time cut-outs circuits have been installed, must not pass "Crossing Signal Restart" sign located 200 feet in advance of such crossings until continuous movement over crossing is to be made.

Westward trains after stopping within limits of crossing circuits on North Main Track must approach crossing signal restart sign and road crossing at restricted speed until crossing signals are observed to be operating and crossing clear.

**12. 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 and must first secure authority from the train dispatcher before entering main track between these two points. Westward trains departing Yardley via old main track will not enter main track without securing authority from train dispatcher.

**13. 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.

**14. 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,
Westward Main to UP Main	2 short
Erie Street Interchange to UP Main	
Eastward Main to Alki Spur	3 long
Westward Main to Alki Spur	
Erie Street Interchange to Alki Spur	
Eastward Main to Eastward Main	4 short
Westward Main to Eastward Main	
Erie Street Interchange to Eastward Main	
Westward Main to Westward Main	2 short,
Erie Street Interchange to Westward Main	1 long
Westward Main to Old Main	1 long,
Erie Street Interchange to Old Main	1 short,
Erie Street Yard #5 to Old Main	1 long
Old Main to Old Main	1 long, 1 short, 1 long

# 15. Crossovers on Double Track—

## Facing Point:

MP 1211.65 Columbia Falls  
MP 0.21 West end  
Passenger Yard,  
Spokane  
MP 0.29 West of Spokane

## Trailing Point:

MP 1212.70 Columbia Falls  
MP 1214.97 East of Half Moon  
MP 69.81 West of Yardley  
MP 71.24 East end Passenger  
Yard, Spokane  
MP 0.54 West of Spokane

# 16. Hot Box and Dragging Equipment Detector Locations—

Dragging Equipment detector lights located:

Westbound—

2,450 feet west of MP 1237 between Lupfer and Radnor.

East switch Twin Meadows.

Signal 1333.5 between Ripley and Libby.

Signal 1345.3 between Yakt and Leonia.

Signal 1355.9 between Leonia and Crossport.

Separate Mast 1,000 feet west of MP 1366 between Crossport and Bonners Ferry.

1,500 feet west of MP 1, separate masts, both tracks between Spokane and Sunset Jct.

Eastbound—

2,450 feet west of MP 1237 between Lupfer and Radnor.

West switch Rock Creek.

West switch Libby.

Signal 1352.2 between Leonia and Crossport.

Separate Mast 1,000 feet west of MP 1366 between Bonners Ferry and Crossport.

West switch Naples.

Hot Box Detector locations:

2,450 feet west of MP 1237 between Lupfer and Radnor wayside readout.

200 feet west of MP 1259 between Brimstone and Twin Meadows, readout Dispatchers office, Spokane.

2,000 feet west of MP 1276 between Rock Creek and Wolf Prairie, readout Dispatchers office, Spokane.

1,000 feet west of MP 1366 between Crossport and Bonners Ferry, wayside readout.

1,000 feet west of MP 22 between Cocolalla and Athol, readout Dispatchers office, Spokane.

2,400 feet west of MP 38 between Athol and Rathdrum, readout Dispatchers office, Spokane.

## SPOKANE DIVISION

(Kootenai - Sandpoint)

### SECOND SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speed Permitted	
	Passenger	Freight
Kootenai and Sandpoint Jct.....	40 MPH.	40 MPH.
Trains or engines through turn-outs Sandpoint Jct. ....	35 MPH.	35 MPH.
Trains or engines through turnouts at following locations:.....	30 MPH.	30 MPH.
East and West switches siding Kootenai Sandpoint		
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Rule 83(B) does not apply at Sandpoint Jct. or to trains moving to or from Rocky Mountain Third Subdivision at Kootenai.

## SPOKANE DIVISION

(North Sandpoint - Hillyard)

### THIRD SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Albeni Falls Spur and Diamond Match Mill.....	10 MPH.
Over Public Crossings Scotia.....	50 MPH.
Mead, over switches and frogs on curves Aluminum Plant .....	5 MPH.
Over Public Crossings within corporate limits Spokane	20 MPH.
Trains or engines through turnouts at following locations: .....	35 MPH.
Siding switches at:	
Scotia Camden Laclede	
End of double track at Dean.	
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Rule 83(B) does not apply at Dean to Westward trains from Sixth Subdivision.
- Spring Switches—**

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

Laclede—East and West siding switches  
Newport—West siding switch  
Scotia—East and West siding switches  
Camden—East and West siding switches  
Milan—East and West siding switches
- 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.
- Spokane—**

Do not sound engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or communicate with a flagman.
- Dragging Equipment Detector Lights Located—**

Westbound—  
Opposite signal 1422.6 between Thama and Priest River.  
Signal 1427.3 between Priest River and Newport.  
Signal 1437.1 between Newport and Scotia.

Eastbound—  
Signal 1424.8 between Priest River and Newport.  
Separate Mast 1,800 feet west of MP 1429 between Newport and Priest River.  
Signal 1455.0 between Milan and Dean.

## SPOKANE DIVISION

(Latah Jct.-Fish Lake)

### FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Passenger	Freight
Latah Jct. and Fish Lake.....	60 MPH.	
Trains or engines through turnouts crossover Scribner .....	25 MPH.	25 MPH.
Trains or engines through turnouts at following locations: .....	35 MPH.	35 MPH.
East and west switches, Overlook Latah Jct.		
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 clearances received at Pasco and by UP Trains at Ayer Jct. will apply at Fish Lake—Rule 83(B) does not apply at Latah Jct. or at intermediate stations in CTC territory.
5. **Hot Box and Dragging Equipment Detector Lights Locations—**  
Dragging equipment detector lights located—  
Eastward:  
Signal 373.2 between Overlook and Latah Jct.  
Hot Box Detector locations—  
300 feet west of MP 365 between Fish Lake and Scribner way-side readout.

## SPOKANE DIVISION

(Sunset Jct.—Wenatchee)

### FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Passenger	Freight
Sunset Jct. and Wenatchee.....	70 MPH.	
Fairchild and Geiger Field.....		15 MPH.
Lamona and Bluestem against current of traffic .....	59 MPH.	49 MPH.
Except on curves and public crossings....		8 MPH.
Ephrata 2.2 miles east (Air Base, Wn. Spur) .....		8 MPH.
Trains or engines through turnouts at following locations .....	35 MPH.	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 turnouts at following locations: .....	30 MPH.	30 MPH.
Both siding switches at:		
Lyons	Quincy	
Ephrata	Trinidad	
Naylor		
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—**  
Quincy, trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Between Lamona and Bluestem clearance or train order authority is not required to move with the current of traffic in either direction.  
Rule 83(B) does not apply at Sunset Jct. or at intermediate stations in CTC territory.  
Spokane—Westward regular trains must secure a second clearance endorse by Seattle Chief Dispatcher.
5. **Spring Switches—**  
A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H) of the Consolidated Code of Operating Rules:  
East and West switches siding:  
Lyons, Espanola, Edwall
6. At Fairchild Air Force Base, where spur track crosses the approach of the NE-SW airplane runway, two-color light signals, one each direction, displaying red above red for "Stop", and yellow above red for "Proceed", are under the control of operator at Air Base Tower, governing train and engine movements across runway approach.  
If signal indicates "Stop" and does not change to "Proceed" within reasonable length of time and no evidence that runway is to be used by planes, trainmen will use air police telephone located at Gates 21 and 22 on the East fence of Fairchild Air Force Base to call air police telephone switchboard and ask for base operations dispatcher, who, in turn, will secure information and advise train crew members whether or not they are to proceed on a "Stop" signal.  
Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.
7. At Spokane International Airport, stop signs displaying numbers 3 and 25 have been installed on both sides of "Safety Zones" airplane runways 3 and 25. Trains or engines moving to or from Geiger Field will stop at these signs and be governed by instructions received from Chief Dispatcher's office, Spokane. Conductors will arrange to notify Chief Dispatcher's office, Spokane, by telephone before leaving station at Fairchild so will arrange proper radio contact with this train or engine when stops at designated signs.
8. **Crossovers on Double Track—**  
Trailing point.  
MP 1535.6—7.3 miles west of Harrington  
MP 1535 —4.4 miles East of Lamona  
Facing point.  
MP 1527.7 Harrington.
9. At Wenatchee, engine whistle must not be sounded except to prevent an accident not otherwise avoidable.  
Peshastin Lumber and Box Co. spur located at MP 1645.9, one mile east of crossover at east end of Wenatchee, main track switch not equipped with electric lock, Rule 268(A) applies.
10. **Handling 80-ft. or Longer Cars—**(See all Subdivisions Special Instructions)—  
Sunset Jct. to Wenatchee, MP 1623-1624, Inc.
11. **Hot Box and Dragging Equipment Detectors Locations—**  
Westward—  
Separate Mast, 4,000 feet west of MP 1492 between Lyons and Fairchild.  
Separate mast 3,000 feet west of MP 1625 Trinidad.  
Separate mast 4,000 feet west of MP 1639 Rock Island.  
Eastward—  
Signal 1622.2 between Trinidad and Quincy.  
Signal 1624.2 between Quincy and Trinidad.  
Separate mast 4,000 feet west of MP 1492 between Lyons and Fairchild.  
Hot Box Detector Locations—  
4,000 feet west of MP 1492 between Lyons and Fairchild, way-side readout.

**SPOKANE DIVISION**

(Nelson-Dean)

**SIXTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Troup Jct. and Dean.....	35 MPH.
Northport, wye track.....	8 MPH.
Dolomite, spur tracks.....	10 MPH.
Northport to Troup Jct., handling logs.....	15 MPH.
Kettle Falls to Dean handling ore.....	30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length..... 220,000 lbs.  
 Over 40 ft. long ..... 263,000 lbs.
3. **Train Register Exceptions—**  
 Colville trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Dean, Rule 83(B) does not apply.  
 Kettle Falls, all trains must obtain clearance.
5. Northport-Waneta, trains must not pass International Border without permission of Customs and Immigration Inspectors. Between Troup 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**

(Kettle Falls-Republic)

**SEVENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Kettle Falls and Republic.....	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—**  
 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**

(Cheney-Odair)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Cheney and Creston.....	30 MPH.
Creston and Odair .....	35 MPH.

 Over Public crossings within corporate limits:  
 Medical Lake, Wilbur ..... 25 MPH.  
 Creston, Almira, Hartline, Coulee City..... 30 MPH.  
 Wrecking derricks 150 ton and larger, pile drivers and diesel units U25C or larger (over bridges)..... 15 MPH.  
 Davenport to Eleanor Industrial Track..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Diesel units U25C or larger and cars heavier than 177,000 lbs. not permitted between Davenport and Eleanor.  
 Cars heavier than the following not permitted without authority of Superintendent.  
 40 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**

(Coeur d'Alene-Hauser)

**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... 15 MPH.  
 Over public crossings within corporate limits:  
 Coeur d'Alene ..... 6 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Diesel engines U25C or larger not permitted  
 Wrecking Derricks 150 ton and larger over bridges.... 10 MPH.  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 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**  
(Spokane-Coeur d'Alene)

**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 Provisions and Exceptions Rule 83(B)—**  
Eastward trains destined Coeur d'Alene from Erie St., Spokane, must obtain Milwaukee clearance at Yardley Telegraph Office, returning must obtain Milwaukee clearance at Milwaukee station Coeur d'Alene.
5. **Restricted Clearance—**  
Bridges C 7.7, 7.8 and 7.9 3200 feet east of Millwood, restricted side clearance.  
Spokane, bridges 1.8 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—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**  
(Mt. Hope-Manning)

**ELEVENTH SUBDIVISION**

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Mt. Hope to West Fairfield..... 10 MPH.  
West Fairfield to Manning ..... 25 MPH.
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. **Handling 80-foot or Longer Cars—**(See All Subdivisions Special Instructions).  
Mt. Hope to Manning, entire.

**SPOKANE DIVISION**  
(Stryker-MP 1273.1)

**TWELTH SUBDIVISION**

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Stryker and MP 1273.1..... 40 MPH.  
Tobacco—Public crossing serving Plum Creek Lumber  
Company ..... 20 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. **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.
6. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

**SPOKANE DIVISION**  
(Marshall-Arrow)

**THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zones—Between	Maximum Speeds Permitted
Marshall and MP 22.....	40 MPH.
MP 22 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, Rosalia, Oakesdale, Palouse.....	25 MPH.
Garfield .....	20 MPH.
Pullman .....	15 MPH.
Moscow .....	20 MPH.
(except public crossings) .....	12 MPH.
Wrecking derricks 250 tons (over bridges).....	10 MPH.
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.  
Moscow and Rosalia—Trains originating and terminating only will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. 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. **Handling 80-Foot or Longer Cars—**(See All Subdivision Special Instructions)  
Marshall to Arrow, MP 74-111 inc.  
85 ft. flat cars cannot be used on Industry Tracks from Palouse or Moscow.

**SPOKANE DIVISION**  
(Pullman Jct.—Genesee)

**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Pullman Jct. and Genesee.....	30 MPH.
Genesee on wye track.....	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following not permitted without authority of Superintendent.  
40 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.
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 Subdivision Special Instructions)  
Pullman Jct. to Genesee, Entire.

**SPOKANE DIVISION**  
(Wenatchee-Keremeos)

**FIFTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speed Permitted
Wenatchee and Keremeos .....	45 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.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Wenatchee and Canadian Border.

## SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Columbia River and Mansfield..... Maximum Speeds Permitted 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.
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 Subdivision Special Instructions)  
Columbia River to Mansfield, MP 14-83 inc.

## SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Columbia Falls and Kalispell..... Maximum Speeds Permitted 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.
5. Unless otherwise provided protection against following trains as required by Consolidated Code Rule 99 is not required.

## FIRST SUBDIVISION

- | 1. Speed Restrictions—  | Maximum Speeds Permitted |              |
|---|--------------------------|--------------|
| Zone—Between  | Passenger                | Freight      |
| Wenatchee and Seattle .....   | 79 MPH.                  |              |
| 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, 188 or on helper trains.   |                          |              |
| Seattle over Public Crossings.....  | 20 MPH.                  | 20 MPH.      |
| Except between Lenora St. and South Dearborn St. on waterfront.....   | 10 MPH.                  | 10 MPH.      |
| Seattle, through turnouts South Portal..  | 10 MPH.                  | 10 MPH.      |
| Trains or Engines between North Portal and South Portal   |                          |              |
| With the current of traffic.....  | 20 MPH.                  | 20 MPH.      |
| Against the current of traffic.....   | 10 MPH.                  | 10 MPH.      |
| Ballard, over Bridge 4.....   | 20 MPH.                  | 20 MPH.      |
| Edmonds, through corporate limits.....  | 40 MPH.                  | 40 MPH.      |
| Everett, over street crossings.....   | 25 MPH.                  | 25 MPH.      |
| Monroe, CMStP&P RR movements between signals of controlled switch from siding to CMStP&P trackage....   |                          | 20 MPH.      |
| Monroe, Gravel Pit Spur over Highway No. 2 .....  |                          | 5 MPH.       |
| Cascade Tunnel No. 15, eastward trains handling more than 75 cars.....  |                          | 17 MPH.      |
| Old Leavenworth Spur, over Bridge 0.6   |                          | 10 MPH.      |
| Trains or Engines through No. 20 turnouts at the following locations:.....  | 35 MPH.                  | 35 MPH.      |
| Both siding switches at Cashmere, Leavenworth, Winton, Merritt, Berne, Gold Bar, end of single track Mukilteo MP 27.05 and MP 27.85, end of single track Edmonds MP 15.83 and MP 17.85. |                          |              |
| West siding switches Scenic, Monroe west end of Short Pass, 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:.....  | 30 MPH.                  | 30 MPH.      |
| East switch Scenic, west switch Skykomish, both siding switches, Baring, east switch Monroe.  |                          |              |
| <b>2. Bridge, Engine and Heavy Car Restrictions—</b>  |                          |              |
| 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. |
| <b>3. Train Register Exceptions—</b>  |                          |              |
| Interbay. Register for freight trains originating and terminating. South Portal, freight trains register by register ticket.  |                          |              |
| <b>4. Clearance Provisions and Exceptions Rule 83(B)—</b>   |                          |              |
| In CTC territory Rule 83(B) does not apply except at Everett and Wenatchee.   |                          |              |
| <b>5. Seattle, King Street Passenger Station Tunnel Rules—</b>  |                          |              |
| 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 fol-   |                          |              |

lowing 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. Two Main Tracks are in service between M.P. 5.4, Interbay and Everett Jct., except single track between M.P. 7.37 and M.P. 7.70, M.P. 15.83 and M.P. 17.85 and between M.P. 27.05 and M.P. 27.85. No. 1 Main Track is the right hand track moving Westward. No. 2 Main Track is the right hand track moving Eastward.
8. CTC between M.P. 5.4, Interbay and M.P. 7.9, Ballard, is operated by the operator, Interbay, under authority of dispatcher, Seattle.
9. Interbay, Time Oil Spur not equipped with electric lock. Rule 268(A) applies.
10. The following signals are located to the left of the track which they govern:  
Signals governing eastward movements on No. 1 Main Track between Interbay and Everett Jct.  
Signals governing westward movements on No. 2 Main Track between Interbay and Everett Jct.  
Baring, westward governing signal located at east switch of siding.

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

westward governing signal for siding at west switch of siding.

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

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

# 11. Crossovers Not Indicated at Station—

Facing Point	Trailing Point
MP 15, Standard Oil spur 3 miles west of Edmonds.	MP 14.1, 3.4 miles west of Edmonds.
	MP 31.3, 1 mile west of Everett Jct.
	MP 30.6, 1 1/4 miles west of Everett Jct.

# 12. Manual Interlockings, Not Indicated at Station— Ballard, Br. 4.....Salmon Bay drawbridge

# 13. Yard Limits—Tracks between Yard Limit sign west of Kent M.P. 18.5, and east of Interbay operated as one yard.

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

# 15. 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.

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

# 17. 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. Pusher type helper engine must not exceed three (3) 1750 horsepower units. A buffer of ten (10) cars of less than 80 feet must be maintained ahead of the caboose and will be placed in train at Balmer Yard and Wenatchee. Rear end train crew will ride the helper engine when helper is coupled to caboose. Locomotives with alignment control couplers must be used as end units in helper engine consist. Cars listed in Item 4, All Sub-divisions and Rear End Only cars will not be handled in pusher type helper trains.

The following maximum tonnages must not be exceeded:

## -Single Train:

Eastbound: Limit 85 cars or 4,200 tons.  
Westbound: Limit 90 cars or 4,250 tons.

## Helper Train:

Eastbound: Limit 110 cars or 6,000 tons.  
Westbound: Limit 110 cars or 6,200 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 6,200 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.

18. **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 enginemen handling helper engines through Cascade tunnel will operate in throttle 8 position and head engineer will control speed of train. Helper engine will reduce to throttle 6 at Bay 4. 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 posted in phone booth on wall of Fan House.

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

19. 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.

20. A member of the crew on eastward trains will get off at west switch Scenic and on westward trains will get off at east switch Berne and will inspect train as it pulls by slowly. If anything is found wrong, key controller located on signal mast can be used to actuate the dragging equipment light and engineer will stop the train and not move until he receives proper signal from the crewman. The Conductor-Pilot will make this inspection on helper trains. When operating or weather conditions require, the westward inspection may be made at Merritt.
21. Scenic and Berne, two rail clamps and chains are provided for emergency use. Clamps at Scenic fit rail on Industry Track, clamps at Berne fit rail on Siding. When necessary to set out bad order car see clamps are properly secured and blocked to rail on low end of car. Crew picking up car see clamps and chains removed and replaced in Telephone Bungalow, Scenic or CTC Bungalow, Berne.
22. One Type E-50 knuckle, one air hose and air hose wrench are placed in each Bay of Tunnel No. 15. Conductor will make wire report of material used and Bay from which taken to Division Superintendent and General Foreman Cars, Seattle; Road Foreman, Everett; and Roadmaster, Skykomish. Advise where wrench left if not returned to Bay from which taken.
23. Emergency Exits—Tunnel No. 15. Two foot by three foot doors painted white located on south wall of tunnel between Bay 13 and West Portal, Scenic. Doors open into Pioneer Tunnel and must be closed after each use. Exits located as follows:
- 3 between Bays 13 and 14
  - 2 between Bays 14 and 15
  - 1 between Bays 15 and 16
  - 1 between Bays 17 and 18
  - 1 between Bays 18 and 19
  - 1 between Bays 19 and 20
- Exits to be used ONLY when no other exit available from Tunnel.
24. **Handling 80 Foot or Longer Cars—(See All Subdivisions Special Instructions)**  
Wenatchee to Seattle, MP 1695-1729, inc.

**PACIFIC DIVISION**

(Vancouver to Everett Jct.)

**SECOND SUBDIVISION**

1. Speed Restrictions—	Maximum Speed Permitted	
	Passenger	Freight
Between		
Vancouver to Everett Jct. ....	79 MPH.	
Everett Jct. to Delta Jct. ....	25 MPH.	25 MPH.
Bridge 10 Delta Jct. and overhead bridge 200 feet south of interlocked switch Delta Jct. ....	10 MPH.	10 MPH.
Overhead bridge 200 feet south of interlocked switch Delta Jct. and G.N. Jct. ....	40 MPH.	40 MPH.
Lowell Jct. and Delta Jct. ....	30 MPH.	30 MPH.
Marysville, over street crossings ....	20 MPH.	20 MPH.
Mt. Vernon to Burlington, MP 67 to MP 72.4 ....	20 MPH.	20 MPH.
Burlington, over ladder tracks between Second and Tenth Subdivisions ....		10 MPH.
Bellingham, over street crossings.....	10 MPH.	10 MPH.
Delta Alaska Terminal Yard Tracks 0.8 miles west of Brownsville BC .....		5 MPH.
New Westminster, Fraser River Bridge	10 MPH.	10 MPH.

- New Westminster, over Brunette Street and Braid Street Crossings ..... 25 MPH. 25 MPH.  
 New Westminster, east leg of wye ..... 5 MPH.  
 Still Creek, over Grandview Highway North ..... 25 MPH. 25 MPH.  
 Vancouver, over Pender, Union, Cordova Streets, Burrard Inlet, CPR Crossing, Powell St. .... 8 MPH.  
 Trains or engines through No. 20 turnouts at following locations: ..... 35 MPH. 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. long ..... 263,000 lbs.  
 Over 52.5 ft. long ..... 315,000 lbs.
3. **Train Register Exceptions—**  
 Arrival of First Class trains on register at Vancouver will cover their arrival at Vancouver Jct.  
 New Westminster, all trains register by register ticket.  
 Bellingham—register for trains originating or terminating.  
 Ferndale—register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 At Everett Jct. Rule 83(B) does not apply.  
 In CTC territory Rule 83(B) does not apply except at Burlington and New Westminster.  
 Clearance received at Sumas will clear trains at Burlington.  
 Clearance received at Vancouver will clear trains at Vancouver Jct.  
 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. **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.
6. **Railroad Crossings Protected by Gates Not Indicated at Station—**  
 Bellingham ..... CMStP&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.  
 Everett—CMStP&P Lead to Weyerhaeuser Mill "B". Crossing gate located south of BN Main track operated by switch key controller. Instructions for operation posted in control case. Normal position for BN.
7. **At Sealine Jct. and GN Jct.—**Normal position of switch at Sealine Jct. is for Sealine movement. At GN Jct. normal position of switch is for Second Subdivision.
8. Whistle signals for routes Delta Jct.  
 Main track ..... 1 long.  
 From East to Delta Yard ..... 1 long, 1 short.

- From West to Delta Yard ..... 2 long, 1 short.  
 From Delta Yard to East ..... 2 long.  
 From Delta Yard to West ..... 3 long, 1 short.  
 From PA Jct. to East ..... 1 long, 1 short, 1 long.  
 From East to PA Jct. .... 1 long, 1 short, 2 long.
9. Following main track switches not equipped with Electric Locks, Rule 268(A) applies:  
 Pacific Grinding Wheel Spur (1 mile east Kruse Jct.).  
 Elevator Spur at Silvana.  
 Both ends Industry Track Silvana.  
 English Lumber Co. Spur (6.7 miles west of Mt. Vernon).  
 Fir Spur Track (5.3 miles West of Mt. Vernon).  
 Spur Track (MP 86).  
 Spur Track (MP 93 at So. Bellingham).
10. 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.
11. **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.
12. **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.  
 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.
13. Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration Inspectors.
14. 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.
15. 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.
16. 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.
  17. Canadian Transport Commission Order provides for the safe movement of occupied cabooses and occupied service equipment in Canada as follows:
    1. Except as provided in paragraph 2 of this Order, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
    2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles and at no greater speed than twenty miles per hour.
  18. **Crossovers on Double Track Not Indicated at Station—**  
**Trailing point.**  
 At MP 152.4—1.4 miles west of Still Creek. Dominion Bridge Co. spur.  
 At MP 151.7—Willington Jct.  
 At Vancouver Steel Co. spur, 2.5 miles west of Still Creek.  
 MP 147.8—1 mile east of Burnaby.
  19. **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. Engine bell must be rung continuously while on the bridge and approaches.  
 No train shall move forward against a stop signal (red indication or no indication) unless the engineman has been handed a clearance form provided by the Department of Public Works by the Bridge Superintendent or a person authorized by him to do so. No hand flag or lamp signal or verbal instructions are to be accepted as a clearance to cross the bridge.  
 All entering signals to Fraser River Interlocking are under full control of bridge operator.  
 The top indication of Eastward and Westward leaving Signals Fraser River Bridge govern entrance to CTC territory on BN main tracks and are jointly controlled by bridge operator and CTC control operator New Westminster, B. C. station.
  20. 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.
  21. New Westminster, radio call is CJN 253, Vancouver, CJN 282, and station name must not be used.
  22. **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.
23. **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.
  24. 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.
  25. Trackage between the Yard Limit sign west of New Westminster, B.C. and end of track Vancouver, B.C. operated as one yard.
  26. 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.
  27. Between Still Creek and Burnaby, running orders are not required for movements with the current of traffic.
  28. 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.
  29. 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

(Seattle to Centralia)

## THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	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.
Over Bridge 14.....	35 MPH.      35 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..	15 MPH.      15 MPH.
At Titlow, over 6th Avenue and 19th Street crossings.....	35 MPH.      35 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 36.8 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.
<b>Wrecking Cranes, 250 Tons—</b>	
Bridge 8.78 on Tideflats Branch, Bridge 17.2, all bridges on Highline in Tacoma and Bridges 14.07 and 0.40 on St. Paul and Tacoma Lumber Co. Spurs	20 MPH.
Over Bridge 20, West Seattle Line, following series locomotives: U25C, U28C, U30C, U33C, SD40, SDP40, SDP45, F45, U23C and 636 Alco....	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 Stacy St. Yard—

Account No. 7 turnouts following series locomotive units cannot be used on trains originating, terminating or setting out in this yard: SD45, U25C, U28C, U30C, U33C, SD40, SDP40, SDP45, F45, U23C and 636 Alco.

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

Bridge 29.1, Puyallup River, between Meeker and Sumner.

Bridge 24, White River, between 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. long .....	263,000 lbs.
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.
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.

At East Olympia, Union Pacific trains and engines must secure verbal authority from train dispatcher before entering Third Subdivision main track.
5. **Interlockers and Drawbridges Not Indicated At Station—**

On West Seattle Line:

Drawbridge 36.8

Between Black River and Argo:

CMSTP&P 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

Between Reservation and East 15th Street—UP

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 sign west of Kent, M.P. 18.5, and east of Interbay operated as one yard.
- Tracks between yard limit signs east of Sumner and west of Puyallup operated as one yard.
- Tracks between yard limit signs east of Reservation and west of McCarver 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.

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

Train, yard and engine movements between freight yard and 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 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 1 .....1 long, 1 short, 1 long  
Eastward from Track 1 through crossover  
to Track 2 .....1 long, 1 short  
Eastward from Track 1 to Argo Yard  
Lead .....2 long  
Westward to Eleventh Subdivision.....1 long  
Westward from Track 2 to Track 1.....1 long, 1 short, 1 long  
Shore Line .....2 short, 1 long  
Westward to eastward main track through  
crossover .....4 short  
Westward main track to coal spur.....4 short  
Switch at east end of crossover just east of Argo and switch on

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

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

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

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

#### 16. At U.P. Jct.:

Following whistle signals to be used for Interlocking routes:

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

17. 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 Train Dispatcher.  
Extra trains from Fifth Subdivision may run as extra trains with the current of traffic Nisqually to Centralia or to Tacoma without train order authority.
20. **At St. Clair**, Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from Train Dispatcher and may run as eastward extra train with the current of traffic St. Clair to Tacoma without train order authority.
21. Two main tracks are in service in CTC district between Wabash and Centralia, and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver St. and Titlow.  
No. 1 Main Track is the right hand track moving westward.  
No. 2 Main Track is the right hand track moving eastward.
22. **At Centralia—Portland Division instructions apply.**

## PACIFIC DIVISION

(Yakima to Auburn)

### FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Yakima and Auburn.....	75 MPH.	
Yakima and MP 16.....	70 MPH.	
Easton and Cabin Creek.....	60 MPH.	
Cabin Creek and Martin.....	30 MPH.	20 MPH.
Descending against the current of traffic	25 MPH.	20 MPH.
Through Stampede Tunnel No. 3.....	80 MPH.	80 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 Selah—Within corporate limits.....	40 MPH.	40 MPH.
At Lester—Movements over Loop Track.....		5 MPH.
At Cle Elum over crossing west of Depot .....	25 MPH.	25 MPH.
Easton, trains and engines through No. 16 turn-out, end of double track.....		30 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.  
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.  
At Palmer Jct., Rule 83(B) does not apply.
5. **Spring Switches—**  
Spring switch equipped with facing point lock, between East Auburn and Auburn, where 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. Between Lester and Stampede, MP 52 to MP 59, eastward track out of service.
7. **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.
8. **Centralized Traffic Control between Stampede and Martin—**  
Employees must not enter tunnels between Martin and Stampede unless authorized by the control operator. Before authorizing occupancy of the tunnels, the control operator must reverse and block the tunnel lever in the control machine and specify the time limit authority. After tunnels have been cleared, employee to whom authority was granted must promptly advise control operator, who must then restore the tunnel lever in control machine to normal position.  
A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the control operator at Easton must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.  
Sam Spur track switch located 900 feet west of MP 49 at Stampede is equipped with an electric lock and release of lock is controlled by control operator at Easton.
9. **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.
10. **Mountain Grade Operation—**  
(See Mountain Grade Operation All Subdivisions)  
Mountain grade between Easton and Lester. Ruling grade 2.2%.
11. **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.
12. **At Auburn—**Fourth Subdivision trains handling logs on flat cars and entering yard on track paralleling eastward Third Sub-

division 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, using either the outbound or inbound tracks to the Fourth Subdivision main track, will be governed by eastward dwarf signal west of the junction switch. To get proceed indication at this signal a member of the crew must press circuit button located in box on top of signal. Train or engine must be within track signal circuit which commences 115 feet west of the dwarf signal.

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

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

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

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

At Auburn, Third Subdivision instructions govern.

13. 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.
14. 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.
15. 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.
16. At Cle Elum—Trains from the Thirteenth Subdivision must not enter the Fourth Subdivision until authority is received from the Train Dispatcher.
17. At Yakima—Portland Division Instructions Govern.
18. Handling 80 Foot or Longer Cars—  
(See All Subdivision Special Instructions)  
MP 40-57 inc.

## PACIFIC DIVISION

(U.P. Jct. to Tenino Jct.)

### FIFTH SUBDIVISION

1. Speed Restrictions—  
Zone—Between Maximum Speeds Permitted  
U.P. Jct. and Tenino Jct..... 30 MPH.  
Lakeview and Nisqually ..... 30 MPH.  
At Tacoma—  
Between Commerce St. and 15th St..... 6 MPH.  
Between Wilkeson St. and Commerce St. on descending grade ..... 15 MPH.  
Between South Tacoma and Tacoma—Westward track between 700 feet east of MP 2 and 1250 feet west of MP 2..... 10 MPH.

- |   |         |
|---|---------|
| Over Pine St. ....  | 25 MPH. |
| Over 35th St. ....  | 20 MPH. |
| At South Tacoma, entering double track .....                    | 15 MPH. |
| At McChord Field and Mobase — on Government tracks .....        | 10 MPH. |
| Bridge 22.1 between Roy and Yelm, trains handling logs .....    | 10 MPH. |
| At Roy:   |         |
| Over street crossings .....                                     | 25 MPH. |
| At Dupont, within corporate limits .....                        | 20 MPH. |
| At Fort Lewis:  |         |
| Over Dupont highway public crossing 2500 feet west of MP 7..... | 5 MPH.  |
| On DuPont Spur, and all tracks within Dupont plant ..           | 15 MPH. |
- Between Lakeview and Nisqually advance-warning signs are located 1500 feet in advance of the Reduce speed signs.

2. Bridge, Engine and Heavy Car Restrictions—  
At McChord Field: Engines must not go beyond derail of McChord Field track connections.  
250-ton wrecking cranes not permitted on Dupont spur at Fort Lewis.  
Cars heavier than the following not permitted without authority of Superintendent:  
40 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—At U.P. Jct. trains register by ticket.  
At Fort Lewis and Lakeview, trains will register when instructed to do so by train order.
4. Clearance Exceptions and Provisions Rule 83(B)—  
At Nisqually and Tenino Jct., Rule 83(B) does not apply.
5. Yard Limits—Tracks between yard limit signs east of Reservation and west of McCarver 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. Between U.P. Jct. and South Tacoma, all trains and engines will use westward track between double track switch, 17th Street 3775 feet east of MP 2 and crossover Wilkeson St., 925 feet west of MP 3. Eastward movements between these points must be authorized by the Operator, U.P. Jct., after ascertaining there are no conflicting movements.
9. At South Tacoma—Normal position of double track switch is for eastward track. 42nd and 51st Street crossings must not be blocked over ten minutes.
10. At Lakeview—  
Normal position of junction switch is for South Tacoma-Tenino Jct. line.
11. At Mobase—Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks.  
Gate into Mount Rainier Army Depot will be kept locked at all times with switch lock.
12. The Army has gun emplacements in the area east of track between Roy and Hillhurst, the firing to be over main track. When firing is in progress, army guards will be stationed at the following locations:  
950 feet west of MP 15      3000 feet west of MP 17  
MP 17      4800 feet west of MP 19  
and, on the approach of train or track car, they will immediately

arrange for firing to cease and allow train and/or track car to pass through normally.

13. Between Lakeview and Fort Lewis—

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

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

14. At Fort Lewis and North Fort Lewis—

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

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

Derail 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

(Saint Clair to Gate)

### SIXTH SUBDIVISION

1. Speed Restrictions—

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

2. Bridge, Engine and Heavy Car Restrictions—

250-ton wrecking cranes:	
Over Bridge 9.1, Tumwater Branch, at Olympia .....	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)—

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 from 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. Hardel Plywood Company building on spur track in vicinity of West Side Log Dump, will not clear man on top of car.

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

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

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

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

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

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

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

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

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

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

j. No public road or street crossing may be blocked to vehicular traffic by any standing engine, car or train during the hours prescribed in paragraph i above.

k. No car may be left standing on any track within 25 feet of a street right-of-way line, except on spurs or sidings serving industries.

6. At Gate—Portland Division Instructions Govern.

7. Handling 80 Foot or Longer Cars—  
(See All Subdivision Special Instructions)  
MP 7-11 inc.

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

**SEVENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Renton and Woodinville.....	30 MPH.
Woodinville and Snohomish Jct. ....	25 MPH.

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

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

40 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)—**

At Snohomish Jct. and Renton, Rule 83(B) does not apply.
5. **Yard Limits—**

Tracks between yard limits east of Scopa and west of Renton operated as one yard.
6. **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.**
7. **At Woodinville—**normal position of junction switch is for Seventh Subdivision.  
**At Bromart—**normal position of junction switch is from Seventh to First Subdivision.
8. **Handling 80 Foot or Longer Cars—**(See All Subdivision Special Instructions)  
MP 27-29 inc.

**PACIFIC DIVISION**  
(North Bend to Woodinville)

**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.**

150 ton wrecking cranes not permitted between Issaquah and North Bend.

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)—**

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**  
(Darrington to Kruse Jct.)

**NINTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Kruse Jct. to Darrington.....	25 MPH.
Trains handling logs over Bridges 2, 7, 10, 11, 18 and 22.1 .....	5 MPH.
U25C, U28C, U33C, SD45 series locomotives, 150 ton wrecking cranes over Bridge 10.....	10 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 61.1.....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

250-ton wrecking cranes .....Not Permitted

**Over Bridge 10, cars under 40 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 length .....	220,000 lbs.
Over 40 ft. long .....	263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Kruse Jct., Rule 83(B) does not apply.
5. Unless otherwise instructed, protection against following trains, per Consolidated Code Rule 99, is not required.

**PACIFIC DIVISION**  
(Concrete to Anacortes)

**TENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Anacortes and Sedro Woolley .....	35 MPH.
Sedro Woolley and Concrete .....	25 MPH.
Bridge 12, Whitney.....	10 MPH.
Burlington, over ladder tracks between Second and Tenth Subdivisions .....	10 MPH.
Sedro Woolley, connecting track to 14th Subdivision..	10 MPH.
Cars under 40 ft. long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 85.....	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—**  
Burlington, register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Sedro Woolley, Rule 83(B) does not apply.
5. **Interlockings and Drawbridges not indicated at Station—**  
Drawbridge 12 — one mile west of Whitney.  
Drawbridge 85 — between Clear Lake and Sedro Woolley.
6. **At Whitney—**All train, engine and switching movements on the siding crossing the LaConner to Whitney Road must be protected by a man on the ground at the crossing.
7. **At Sedro-Woolley—**normal position of the Jct. Switch will be from the Fourteenth to the Tenth Subdivision.

## PACIFIC DIVISION

(Argo to Black Diamond)

### ELEVENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**  

	Freight
Between	
Argo and Maple Valley.....	35 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.
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—**  
Black River, Renton, and Maple Valley—Trains may register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Renton, Rule 83(B) does not apply to trains from the Seventh Subdivision.
5. **At Black River—**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 east of Argo  
 Highway Bridge just west 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.

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. The following signals are located to the left of the track which they govern:  
Signals 5.2, 7.2 and 9.0 on eastward track between Argo and Black River.
8. **Spring Switches—**  
Black River. East end of Black River Yard (normally set for eastward track).  
Renton. End of double track (normally set for westward track).  
Renton. North Renton Line junction (normally set for Maple Valley line).
9. The signal governing movements from the North Renton Line will normally display an Approach aspect. If this signal displays a Stop aspect, a member of the crew must immediately communicate with the train dispatcher in accordance with Rule 509 of the Consolidated Code of Operating Rules.
10. **Crossovers on Double Track Not Otherwise Indicated in Time Table—**  

<u>FACING POINT:</u>	<u>TRAILING POINT:</u>
Van Asselt. West end of Milwaukee Yard	Argo. 1500 ft. east of Tower
Black River. 2300 ft. east of Tower	Van Asselt. East end of Milwaukee Yard
Black River. 7800 ft. east of Tower	Black River. Third Subdivision Transfer, West end of Yard
11. Yard engines and extra trains are not permitted to use Main Tracks within Seattle Yard Limits east of Argo Tower except upon train order authority.
12. Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.  
Account curvature of track, no 60 foot or longer cars are permitted on the Boeing lead or Boeing trackage west of Boeing's private crossing.
13. **At Argo—Third Subdivision Special Instructions Apply.**  
Whistle signals:  
Westward to Spokane St.—One Long  
Westward for crossover to UP Tracks—One Long, One Short, One Long.
14. **Black River—**  
Whistle Signals:  
Eleventh Subdivision Main Tracks—One Long  
Diverging routes except 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.
15. Trackage between Maple Valley and Henrys is out of service.

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

**TWELFTH SUBDIVISION**

1. **Speed Restrictions—**  
 Zone—Between Maximum Speeds Permitted  
 Palmer Jct. and Meeker..... 25 MPH.  
 Cascade Jct. and Wilkeson:  
 Trains handling wrecking crane, pile driver or locomotive cranes ..... 10 MPH.  
 Other trains ..... 20 MPH.  
 U25C, U28C, U33C 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, U33C and SD45 units.  
 Between Cascade Jct. and Wilkeson..... Not Permitted  
 Orting-Lake Kapowsin Branch..... Not Permitted  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 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. Between Enumclaw and Bayne Jct. Joint Burlington Northern-CMSTP&P tracks are operated by and in accordance with CMSTP&P Timetable and Special Instructions. BN trains operating in this territory will obtain clearance and train orders at CMSTP&P Depot, Enumclaw.
6. **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.
7. **Derails—**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 3000 ft. east of Landing No. 1.
8. **At Bayne Jct.—**Normal position of junction switch is for Burlington Northern main track.
9. **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.

10. Between Wilkeson and Carbonado track is out of service.
11. **At Orting—**Normal position of the junction switch is for the Lake Kapowsin line.
12. **Handling 80 Foot or Longer Cars—(See All Subdivision Special Instructions)**  
 Palmer Jct. to Meeker, MP 15-17 inc.  
 Lake Kapowsin to Orting, MP 4-8 inc.

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

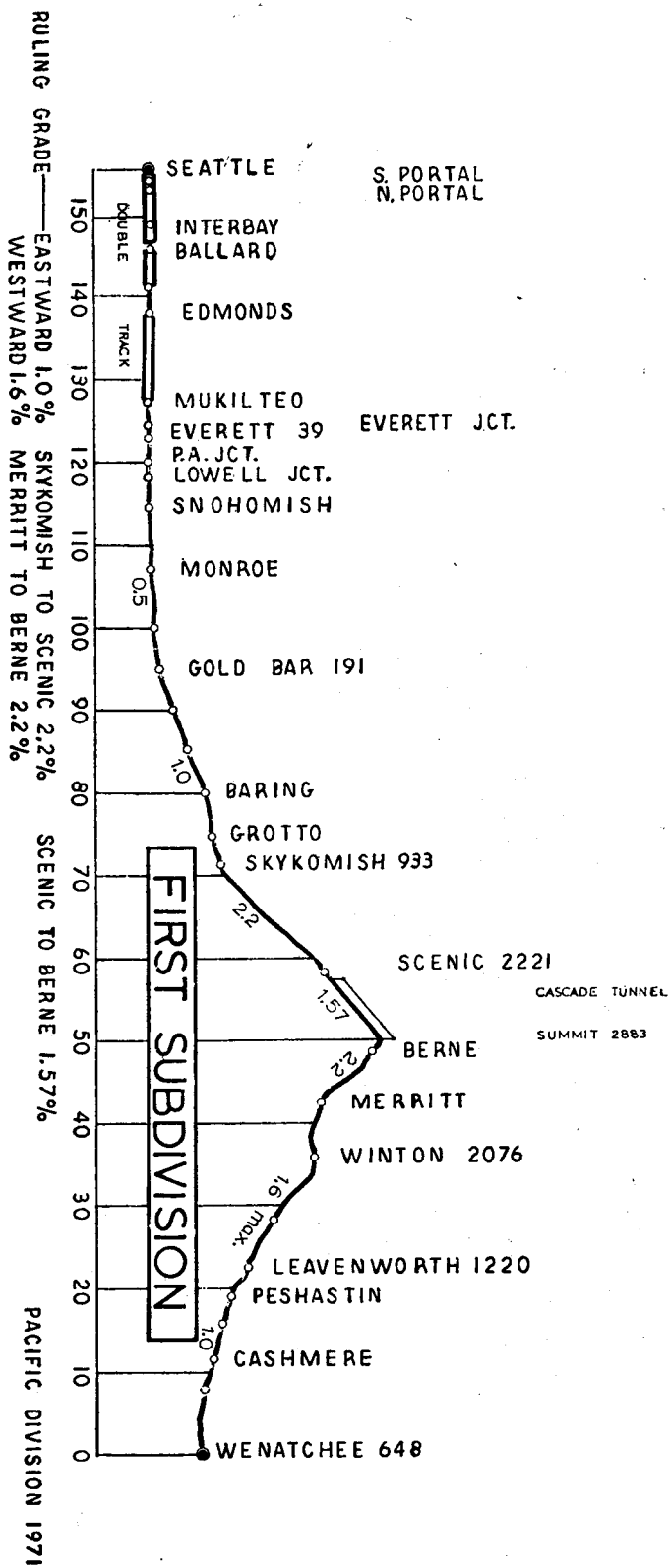
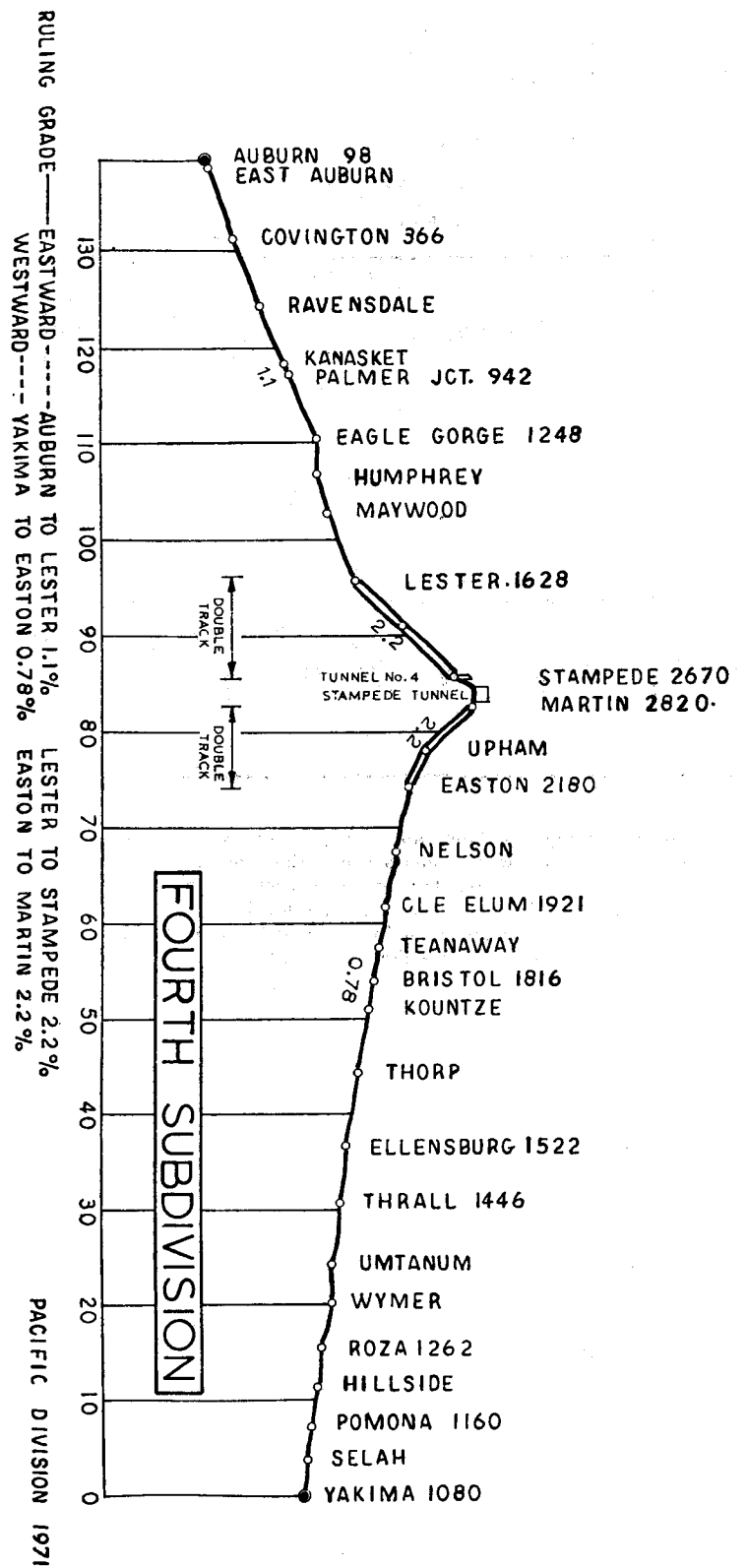
**THIRTEENTH SUBDIVISION**

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.

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












**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between All Trains  
 Sedro Woolley and Wickersham..... 35 MPH.  
 Wickersham and Sumas..... 49 MPH.  
 At Sumas, within corporate limits..... 25 MPH.  
 Sedro Woolley connecting track to Tenth Subdivision.. 10 MPH.  
 Advance-warning signs are located 3000 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 Bridge 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.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 At Sedro Woolley, Rule 83(B) does not apply.
5. **Railroad Crossings not indicated at Stations—**  
 Between Sedro Woolley and Thornwood:  
 Tenth Subdivision Crossing.  
 Between Nooksack and Sumas:  
 CMSTP&P.
6. **At Sedro Woolley—**normal position of the junction switch will be from the Fourteenth to the Tenth Subdivision.





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

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

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