

**BURLINGTON  
NORTHERN  
INC.**

**SPOKANE  
DIVISION**

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**Special  
Instructions  
No. 1**

**IN EFFECT AT 12:01 A.M.  
Pacific Standard Time  
and  
Mountain Standard Time**

**Friday May 10, 1968**

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# ALL SUBDIVISIONS

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

Equipment	Main Line	Branch Line
Ore cars .....	45 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.
Scale test cars.....	35 MPH.	20 MPH.
Air dump cars (loaded) .....	35 MPH.	20 MPH.
Rotary plows, wedge plows and dozers..	30 MPH.	15 MPH.
Log trains .....	30 MPH.	15 MPH.

- 2. Movement of engines dead in trains—**
- Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.
- Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

**Diesel units not equipped with alignment control devices—**

- |           |   |
|-----------|---|
| GN .....  | 1 through 195   |
| CBQ ..... | 9103 through 9106<br>9136, 9137, 9139 through 9143, 9147 through<br>9153, 9203 through 9248, 9400 AB through<br>9413 AB, 9249 through 9292, 9300 through<br>9308, 9310 through 9321 |
| NP .....  | 99 through 177<br>400 through 429<br>500-501-525-551-555 through 558<br>602-603-651-700 through 724<br>750-800 through 803-850 through 853<br>900 through 912                       |
| SPS ..... | 11 through 55<br>856 through 869  |

**Diesel units equipped with coupler alignment lock blocks—**

- |           |   |
|-----------|---|
| GN .....  | 550 through 599   |
| CBQ ..... | 200 through 267, 270 through 287<br>300 through 374, 400 through 411<br>430 through 459 |
| NP .....  | 200 through 375, 552 through 554<br>562 through 569                                     |
| SPS ..... | 60 through 84   |

All other Diesel units are equipped with alignment control couplers.

**Maximum Speed Diesel Units Dead In Tow—**

- |   |         |
|---|---------|
| CBQ 9103 through 9106.....  | 30 MPH. |
| 9136, 9137, 9139 through 9143, 9147 through<br>9153, 9203 through 9292, 9300 through 9308.. | 50 MPH. |
| 100 through 999.....  | 65 MPH. |
| 9916 through 9993.....  | 79 MPH. |

—SFOKANE—

NP	99, 100, 400 Series, 600 Series .....	40 MPH.
	700 and 5400 Series .....	50 MPH.
	100 Series (except 100), 525, 800 through 803	60 MPH.
	200 Series, 300 Series, 500, 501, 550 through	
	569, 850 Series, 860 Series, 900 Series,	
	2500 Series, 2800 Series, 3600 Series,	
	6000 Series, 7000 Series.....	65 MPH.
	6500 Series, 6600 Series, 6700 Series.....	79 MPH.
	Budd Cars B-30, B-31, B-32, B-40, B-41, B-42,	
	on rear of train only.....	79 MPH.
GN	1 through 195.....	50 MPH.
	200 through 209, 227 through 230, 262 through	
	279 (A&B), 307 through 317 (ABC),	
	430 through 474 (ABCD), 550 through 915,	
	2000 through 2035, 3000 through 3025.....	65 MPH.
	320 through 333, 350 through 375,	
	400 through 417, 500 through 512, 679, 680	
	2500 through 2538, 3026 through 3040.....	79 MPH.
	Budd Car 2350, on rear of train only.....	79 MPH.
SPS	11, 22 through 28, 40 through 45,	
	50 through 55.....	50 MPH.
	60 through 98, 154 through 327, 856, 869.....	65 MPH.
	330 through 335, 150 through 153, 750,	
	800 through 806.....	79 MPH.

3. When NP road passenger diesel units 6500-6600-6700 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)
- 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

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6° or more on grades of 1% or more.

- 10th Subdivision
- 14th Subdivision
- 15th Subdivision

In helper territories, helper engines must be cut in ahead of such equipment unless otherwise provided.

5. **Heavy Cars—**

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

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

EXCEPT: On mainline subdivisions cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38".....315,000 lbs.

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

7. **Rule 223.** Unless otherwise provided, lights will not be displayed on Branch line Subdivisions. Trains will be governed by the day indication of these train order signals.

## 8. Mountain Grade Operation—

At meeting points established by train orders, the train order must specify which train will take siding.

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

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

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

All 80 foot or longer cars, loaded or empty, should be placed on rear of trains for movement over the mountain grade. These cars should not be near head end of train when descending steep grades in dynamic braking.

Ninety pound (90#) brake pipe pressure must be maintained on all freight trains unless otherwise provided.

Conductor must know that required brake pipe pressure is being maintained before passing summit.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grades.

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Retaining valves shall be used when requested by enginemen.

If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling train with engine having no dynamic brake.

In the event of failure of the dynamic brake on any unit of diesel-electric engine or when proper control of speed cannot be maintained, engineer must take action promptly to stop the train by use of the train brakes and instruct head brakeman to notify conductor that retaining valve handles must be turned up on cars in train to the requirement specified for trains handled by engines having no dynamic brake. Conductor shall instruct the brakeman accordingly and notify the engineer when specified number of retaining valve handles have been turned up, and train may proceed.

Descending trains handled by engine having no dynamic brake or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all loads and one-half of empty cars, alternating the empties.

To avoid derailing cars in the head portion of freight trains while descending grades 2.2% or greater, engineers must limit maximum dynamic braking amperage, in line with the number and type of diesel units in the engine consist, to that shown in the following tables:

**Table 1**

Any combination of four-motored diesel units, equipped with dynamic brakes, coupled in multiple

Number of Units	Maximum Allowable Amperage
3	700
4	650
5	580
6	540
7	500
8	460
9	430
10	410

**Table 2**

All six-motored diesel units coupled in multiple

Number of Units	Maximum Allowable Amperage
3	575
4	480
5	430
6	400
7	375
8	350
9	330
10	310

When any NP 5400 or NP 6000 series units are in an engine consist, to avoid overloading and damaging the electrical equipment, the maximum dynamic brake amperage must not exceed 540 ampere, regardless of the number or type of other units in the engine consist.

When six-motored diesel units are coupled in multiple with four-motored diesel units, each six-motored diesel unit must be counted as two units to arrive at the number of units to use in determining the maximum allowable dynamic brake amper-

age permissible as shown under Table 1. Example: engine consist of two NP 2500 series units and two NP 200, NP 300 or NP 7000 series units, a total of four units operating the train, but a total of six units for use in determining maximum allowable dynamic brake amperage permissible under Table 1, which would be 540 amperes. In no event shall tonnage exceed 75 tons per brake.

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

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

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

If stop is made on descending grade, sufficient time must be allowed to recharge the train brake system which shall not be less than ten minutes after brake valve handle is placed in running position.

If stop is made on descending grade and engine brake only is not sufficient to hold the train, hand brakes must be applied to hold the train and to allow sufficient time to fully charge the train brake system.

Conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine may shove against caboose in either direction with the following exceptions:

Do not shove against passenger equipment, 80 foot or longer cars or wooden underframe equipment.

Air must be cut in on all helper engines and engine must not be cut off while train is in motion.

#### 9. Log Instructions—

Rule 805E will not apply to trains handling only logs in the consist. Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading giving particular attention to maximum width of load.

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 a 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.

A careful running inspection must be made before entering tunnels, and if visibility is such as to prevent a good running inspection, stop for inspection must be made prior to entering tunnels.

#### TRAINS HANDLING LOGS, WOOD BOLTS, OR VENEER BLOCKS, LOADED ON FLAT CARS WILL BE GOVERNED BY THE FOLLOWING INSTRUCTIONS:

Loaded log flats will not be handled in trains unless logs are secured with at least two log binder cables, or two 2" x .050" high tension steel bands, or two 1 1/4" x .065" high tension steel bands, with binder cables or steel bands so placed that they will bear on each end of all top logs. Such bands or cables must extend around the entire load. In addition, where logs of less than full length are loaded on top of the so-called bunk log, there must be additional binder cables or bands as necessary so that cables or bands will bear on each end of such short logs.

Band and cables must be tight.

When necessary to cut cable binders, they should be securely fastened to deck of car to avoid possibility of loose binders catching in switch points.

Such trains must, when running between stations, have a trainman stationed on rear platform or in cupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars, and obstruct other tracks, and prompt action must be taken to protect trains in case of obstruction. After dark such trainmen must be provided with lighted electric lamp, lantern or fuses to watch for logs.

**Double Track**—Conductors will notify train dispatcher when logs, wood bolts, or veneer blocks, loaded on flat cars are in their train and secure train order that trains, except work trains, on opposite track will be held at the next station until they have arrived. Trains handling logs loaded on flats must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when passenger trains on opposite track meet or pass such train; and if practicable, must be standing when freight trains are met, or passed on opposite track; but if not practicable, will pull by standing freight trains at reduced speed. When meeting or passing work trains between stations, one train must, when practicable, be standing.

**Exception—**

When loaded in compliance with the following instructions, logs in gondolas, skeletonized gondolas, permanent side stake log cars (SBF cars) and high stake log flats equipped with bunks may be handled in double track territory and through tunnels without log orders:

1. Bands on SBF log loads or bands and stakes on gondolas are not required when outside logs are loaded with more than  $\frac{1}{2}$  their diameter below top side of gondola or top of stakes on SBF cars. Inside logs must have good lay with four inches of log below end of gondola. Inside logs on SBF cars must have good lay and no short logs near car ends or used as top logs.
2. Two 2" x .050", or 1  $\frac{1}{4}$ " x .065" high tension bands per pile of logs must be used when outside logs are loaded with two-thirds or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6 feet from ends of logs, being around and over all logs with two-thirds or more of log above gondola sides. When short logs are loaded above gondola sides, such logs must be secured as above by at least two bands.
3. When loaded in gondolas, two 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of a two 2-inch bands per pile of logs may be used with logs loaded one foot below top of stakes, with five strands No. 9 wire or  $\frac{3}{4}$ -inch band across top of load between stakes.
4. When loaded in gondolas, four 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of car may be used with five strands No. 9 wire or  $\frac{3}{4}$ -inch band across top of load between stakes. No bands around logs are required.
5. Car length logs loaded on high stake log flats equipped with bunks must have good lay on bunks and outside logs held in place by four stakes per side. Short length logs loaded on high stake log flats must have good lay on at least 2 bunks and outside logs held in place by at least 2 stakes per side and with no part of a log extending beyond car side. Stakes must be connected together at stake top with either chain or cable across car. Chain or cable passing through log load to be positioned so top logs have good lay and top logs must have sufficient weight to hold side stakes vertical. Side logs must not extend more than  $\frac{1}{2}$  their diameter above stake tops. Inside logs must be well pyramided with no short top logs. When loaded as above, no bands are required for logs loaded on high stake flat cars.
6. Eight foot logs loaded crosswise in gondola cars must have side protection of wire mesh or boards per Figure 11 of the AAR loading rules unless that portion loaded above gondola side is made up in bundles of not more than 1  $\frac{1}{4}$  cords secured with two  $\frac{3}{4}$ " x .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, eight foot pulpwood of uniform size must be placed vertically to provide a solid

wall at each end of the car and these vertical pieces secured with one  $\frac{3}{4}$ " x .028" high tension band encircling all of the vertical pieces in a figure eight fashion so as to prevent lateral movement.

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 clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

## FIRST SUBDIVISION

1. **Special Restrictions—** Maximum Speed Permitted
- | Zone—Between  | Freight |                |      |
|---|---------|----------------|------|
| Conkelley and Troy.....   | 60 MPH. |                |      |
| Columbia Falls No. 31 and 32 passing station.....   | 45 MPH. |                |      |
| 35 MPH.—Trains or engines on main routes, actuating the points of spring switches through No. 20 turnouts at following locations: |         |                |      |
| Ends of double track.   |         |                |      |
| East and west siding switches at:   |         |                |      |
| Lupfer  | Ural    | Ripley         | Troy |
| Stonehill   | Volcour | Kootenai Falls |      |
| East siding switch Vista, Fortine.  |         |                |      |
| West siding switch Libby.   |         |                |      |
| West yard lead switch Whitefish.  |         |                |      |
| 25 MPH.—Trains or engines through No. 15 turnouts at following locations:   |         |                |      |
| West siding switch Tobacco.   |         |                |      |
| Both siding switches at Stryker.  |         |                |      |
2. **Train Register Exceptions—**  
Troy First Class Trains register by ticket.
3. **Clearance Provisions and Exceptions Rule 83(B)—**  
Conkelley
4. **Manual Interlocking with Dual Control Switches—**  
Tobacco..... West siding switch controlled by operator at Eureka
5. **Plum Creek Plywood Mill, Columbia Falls—**  
Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

## SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
- | Zone—Between  | Passenger | Freight |
|---|-----------|---------|
| Sandpoint and Cheney .....  | 75 MPH.   | 65 MPH. |
| At Spokane through U.P. interlocking....  | 25 MPH.   | 25 MPH. |
| Yardley and Marshall, both tracks between 1400 ft. west of MP 70 and MP 1 (East and West Spokane Depot) | 25 MPH.   | 25 MPH. |
| Yardley and Marshall, both tracks with current of traffic.....  | 60 MPH.   | 60 MPH. |
| Yardley and Marshall, against current of traffic .....  | 59 MPH.   | 49 MPH. |
| Except Marshall and MP 2.....   | 50 MPH.   | 49 MPH. |
| MP 2 and MP 1.....  | 30 MPH.   | 30 MPH. |
| Marshall and Cheney (west switch).....  | 60 MPH.   | 60 MPH. |
| Over public crossings within corporate limits:  |           |         |
| Cheney .....  | 35 MPH.   | 35 MPH. |

2. **Bridge and Engine Restrictions—**

Bridge 3.2 between Sandpoint and Algoma:

Across entire bridge ..... 30 MPH.

3. **Between Irvin and Yardley—**

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

4. **At Yardley—**

Time of first class trains applies at crossover Havana Street.

Yard engines desiring to move through interlocking at Havana Street or Parkwater must call Train Dispatcher on phone and advise route to be used.

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

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

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

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

The North Main and South Main Tracks between Irvin and Parkwater are signaled for train movements in either direction.

Westward trains departing Yardley via old main track will not enter the main track without securing authority from the Train Dispatcher.

5. **At Spokane—**

It is unlawful for any person operating any locomotive within city limits to sound, or permit to be sounded, the whistle thereof except to prevent accident not otherwise avoidable, or to signal an interlocking plant, or to communicate with a flagman.

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

**WESTWARD**

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

**EASTWARD**

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



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

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

**Marshall Interlocking—Whistle signals:**

**WESTWARD:**

Westward main to Second Subdivision  
single track .....3 long, 1 short.  
Fourteenth Subdivision .....1 long, 2, short, 1 long.  
Siding .....1 long, 1 short, 1 long, 1 short.  
Scribner connection .....1 long, 1 short, 1 long.

**EASTWARD:**

Eastward main track.....4 short.

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

**7. Sidings—**

Sandpoint: Siding west of Kootenai station sign.

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

**8. Yard Limits—**

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

**9. Spring Switches—**

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

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

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

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

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

**10. Train Register Stations—**

Yardley, for trains originating or terminating.

**11. Train Register Exceptions—**

Marshall, regular trains register by ticket. Extra trains will be furnished check of register by ticket and/or train order.

**12. Clearance Provisions and Exceptions Rules 83(B)—**

Sandpoint.

Hauser, trains from Tenth Subdivision.

Yardley, trains cleared at Spokane will not require clearance.

Spokane, first class trains secure clearance.

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

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

**13. 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.**

## THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Troy and Fort Wright.....	60 MPH.
Albeni Falls Spur and Diamond Match Mill.....	10 MPH.
Mead, over switches and frogs on curves Aluminum Plant .....	5 MPH.
Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at reduced speed.	
Spokane,	
public crossing Howard Street .....	12 MPH.
other public crossings .....	20 MPH.
  
2. **Train Register Exceptions—**

Ft. Wright all trains will register by ticket.

Spokane, only first class trains and trains originating or terminating at passenger station will register.

Troy and Hillyard, First class trains register by ticket.

Register of regular trains at Hillyard will cover their arrival at Dean.
  
3. Trains at Mead must not enter main track until permission is received from operator or train dispatcher. At Dean, a proceed indication on eastward absolute signal at end of double track will confer authority to eastward inferior trains to run ahead of eastward superior trains to station Dean.
  
4. **Clearance Provisions and Exceptions Rule 83(B).**

Fort Wright.

Spokane first class trains must obtain clearance.
  
5. **Crossovers on Double Track—**

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
	MP 1478.41 west of Br. 273, Spokane.
	MP 1467.2 east of East Switch, Mead.
  
6. **Manual Interlocking—**

Fort Wright.....End of double track and Fourth Subdivision Jct.

Whistle signals for routes:

Main Track .....	1 short, 1 long.
Main Track Third Subdivision .....	1 long, 1 short.
Siding .....	2 long, 1 short.
  
7. **Manual Interlockings with Dual Control Switches—**

Troy .....

west siding switch controlled by operator at depot.

Hillyard .....

End of double track and yard lead switches east and west of yard controlled by operator in yard office.

The interlocking limits on main track extend from the westward absolute signals at east end of yard to eastward absolute signals at west end of yard.

After receiving proper signal indication and entering interlocking signal limits at east and west end Hillyard, switching movements may be made between these interlocking signals and Rule 612 will not apply.

Whistle signals for routes west end of yard:

Eastward trains,

To main track .....	1 long, 1 short, 1 long.
To yard .....	1 long, 1 short.

Westward trains,  
 To westward main track ..... 1 long.  
 To eastward main track ..... 2 long, 1 short.

8. **Automatic Interlockings Not Indicated at Station—**  
 UP R.R. crossing 1.19 miles east of Spokane.

Push buttons located on absolute signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked.  
 Dean ..... End of double track.

9. **Spokane, City Ordinance prohibits sounding engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.**

10. **Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.**

11. **Mead—**

Due to low clearances overhead on coke unloading track at unloading building at Kaiser Aluminum Company Plant, this track is not to be used for any purpose other than handling of coke cars.

## FOURTH SUBDIVISION

1. <b>Speed Restrictions—</b>	Maximum Speed Permitted	
Zone—Between	Passenger	Freight
Fort Wright and Scribner .....	79 MPH.	60 MPH.
Through turnouts at Scribner and East End		
Overlook .....	25 MPH.	25 MPH.

2. **At Scribner—Normal position of junction switch is for the Fourth Subdivision.**

Whistle signal one short, one long and one short will be sounded to call for route to Marshall.

Operators at Scribner will handle junction switch for Marshall route when on duty.

The end of track circuit governing eastward automatic block signal 367.4 at Scribner is located 7000 feet west of that signal, and junction switch cannot be operated to admit an eastward train to enter Marshall route until such train has entered the westerly limit of this bonded circuit. Trains will approach this junction switch at reduced speed to enable operator to line switch.

3. **Register Exceptions—At Fort Wright all trains register by register ticket.**

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

Scribner will not be considered an initial station for through trains moving to or from Portland Division Seventeenth Subdivision to or from Spokane Division Fourth Subdivision.

## FIFTH SUBDIVISION

1. <b>Speed Restrictions—</b>	Maximum Speed Permitted	
Zone—Between	Freight	
Fort Wright and Wenatchee.....	60 MPH.	
Between Fairchild and Geieger Field:		
All trains on straight track.....	15 MPH.	
on curves and public crossings.....	8 MPH.	
Ephrata, 2.2 miles east of, Air Base Washington spur	8 MPH.	
35 MPH.—Trains or engines through No. 20 turnouts at following locations.		
Ends of double track.		

East and west siding switches at:

Edwall  
Wilson Creek  
Stratford  
Adrian  
Columbia River  
Malaga

Jct. Switch Fort Wright, Wenatchee #1 crossover.

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

Both siding switches at:

Lyons  
Odessa  
Ephrata  
Naylor  
Quincy  
Trinidad

East and West crossover switch West end of yard Wenatchee.

2. 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.
3. **Train Register Exceptions—**  
Fort Wright, all trains register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Fort Wright, Train may proceed on authority of clearance under which such train arrives.  
Within CTC district Rule 83(B) does not apply.
5. **Crossovers on Double Track—**  
Trailing point.  
MP 1535.6—7.3 miles west of Harrington.  
MP 1539—4.4 miles east of Lamona.
6. **At Wenatchee Pacific Division Instructions Govern.**

## SIXTH, SEVENTH, EIGHTH, ELEVENTH, TWELFTH, THIRTEENTH, EIGHTEENTH SUBDIVISIONS

### 1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bonnors Ferry and Port Hill .....	10 MPH.
Troup Jct. and Dean .....	35 MPH.
Kettle Falls and Republic .....	30 MPH.
Spokane and Couer d'Alene .....	25 MPH.
Spokane and Moscow .....	25 MPH.
Spring Valley and Manning .....	25 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.
Spokane, Crestline St., UP and Milw. crossings .....	15 MPH.
Millwood, public crossing .....	4 MPH.
Moscow, through city limits .....	10 MPH.
Columbia Falls and Somers .....	40 MPH.
Kalispell, over main street crossing .....	5 MPH.

2. **Clearance Provisions and Exceptions Rule 83(B)**—  
 BN Clearance received at Nelson will clear train at Troup Jct. Kettle Falls, all trains must obtain Clearance.  
 Tenth Subdivision trains destined Couer d'Alene must obtain Milwaukee clearance at Spokane, returning obtain Milwaukee clearance at Couer d'Alene.  
 Eleventh subdivision trains destined Moscow will obtain their U. P. clearance at Dishman, on return trip obtain U. P. clearance at Fairfield.
3. **Engine and Heavy Car Restrictions**—  
 Between Bonners Ferry and Port Hill GP-7 and GP-9 class heaviest permitted, additional units must be separated by not less than 5 cars. Also empty buffer car to be used behind these engines when operated on K. V. line.  
 Trains handling loaded jumbo hopper cars GN series 71580 through 71618, 71700 through 71769, 170995 through 171999, 172000 through 172399 and loaded 60 ft. open top wood chip cars GN 174000 through 174199 as well as foreign line cars of similar size and capacity between Mt. Hope and Fairbanks, between Palouse and Moscow and between Spring Valley and Manning ..... 10 MPH.  
 Eighty-five (85) foot flat cars cannot be used between Garfield, Washington and Moscow, Idaho.
4. **Restricted Clearances**—  
 Bridges C 7.7, 7.8 and 7.9 3200 feet west of Millwood, restricted side clearance.  
 Spokane, bridges 1.3 and 1.6 will not clear man on top or side of engine or car.  
 Post Falls, Idaho, restricted side and overhead clearance at the chip loader, Post Falls Lumber Co. Spur. The lateral restricted clearance extends for 250 feet parallel to the track on this spur, employes must be extremely careful in this area.
5. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman. Indications of these signals supersede the superiority of trains between these points. When a Stop-indication is displayed on one of the signals a member of the crew must communicate with the operator and be governed by his instructions in accordance with Rule 509.
6. Northport-Waneta, Laurier-Danville, trains must not pass International Border without permission of Customs and Immigration Inspectors.
7. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction and Boundary, U.S., between Laurier, Wash. and Danville, Wash.
8. **Couer 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.  
**Couer d'Alene**, train and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill crossing.  
**Spokane**, Trent Avenue crossing protected by watchman 7:00 a.m. to 11:00 p.m. daily, outside these hours a member of the crew must be on the ground at crossing to protect the movement.
9. **Manual Interlockings**—  
 Crossing, 1.8 miles east of Spokane. Whistle signal for BN to U.P. main track, two long 1 short. Trains from Eleventh Subdivision to U.P. tracks will be governed by signal at base of westward two-arm interlocking signal.
10. **Gate Protected Railroad Crossings**—  
 U.P.R.R. Crossing 0.5 miles west of Thornton, normal position of gate is stop for BN.
11. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between points shown below.

Bonners Ferry and Port Hill  
 Spokane and Spokane Bridge  
 U.P. Junction at Fairfield and Moscow  
 Spring Valley and Manning  
 Columbia Falls and Somers

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

**ENGINE WHISTLE SIGNALS**

Rule 14. (k-a) o o —

Answer to 15k

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

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

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

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

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

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

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

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

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

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

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

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

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

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

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returned, and while returning to his train, a fusee burning red must be placed at

such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

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

Flagmen must each be equipped for daytime with:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rule 45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an

approaching train under Rule 43 must be placed to the outside of the track affected and not between the two main tracks.

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

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

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

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

13. The times for points in the U.S. shown in this timetable reflect the standard time established by the Uniform Time Act of 1966. The times for points in Canada shown in this timetable reflect Canadian Pacific Standard Time.

## NINTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Cheney and Odair .....	35 MPH.
Davenport and MP 3.....	25 MPH.
MP 3 and MP 4.....	15 MPH.
MP 4 and Eleanor.....	10 MPH.
MP 117 and MP 121 (between Bacon and Adco).....	10 MPH.
Odair and MP 146 (Except between MP 117 and MP 121) .....	20 MPH.
Over public crossings within corporate limits:	
Cheney, Reardan .....	35 MPH.
Medical Lake, Wilbur .....	25 MPH.
Davenport, Creston, Almira, Hartline, Coulee City	30 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. **At Cheney**—Trains will not pass signal located on east leg of wye until main track switch is lined for eastward movement and will be governed by Rule 509. When signal indicates "Proceed", Rule 513 does not apply.
3. **At Odair**—Normal position of main track switches is for the through route to Adco via the short leg of the wye.
4. **At Adrian Portland Division Instructions Govern**—Normal position of switch of connection at east end of the siding is for the siding. Track No. 2 will be used for interchange of cars.
5. **Yard Limits**—Trackage between yard limit signs east and west of Odair including that serving Coulee City operated as one yard.
6. **Sidings**, except at Davenport, Creston, and Bacon, are also used as industrial tracks.
7. **Derail Switches on main track**—  
    Eleanor.....Ninety feet east of east switch.
8. **Train Register Exceptions**—  
    At Cheney, Davenport, Coulee City, for trains originating or terminating or when directed by train order.
9. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Cheney and Coulee City, including Davenport to Eleanor and Coulee City to Odair.



## TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Coeur d'Alene and Hauser.....	20 MPH.
Over public crossings within corporate limits:	
Coeur d'Alene .....	6 MPH.

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

250 Ton Wrecking Cranes—

Over Bridge 10.....	Not Permitted
Over other bridges.....	10 MPH.

Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28 inc., and Diesel Engines U25C, U28C and SD45 series.

Over Bridge 10.....	5 MPH.
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All Other Trains—

Over Bridge 10.....	10 MPH.
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Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds over Bridge 10.
3. **Between Huetter and Atlas—**Connection serving the Diamond Gardner Corp. located 4061 feet east of MP 9.  
 When switching is performed on Diamond Gardner Corp. tracks and when cars are interchanged movements may be made on joint Milwaukee-BN main track in accordance with Rule 93 but no movement permitted east of west switch of connection between BN track and joint Milwaukee-BN main track.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Coeur d'Alene.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this subdivision.

## FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

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

See also Mountain Grade Operation.
2. **Bridge and Engine Restrictions—**  
 Wrecking Cranes, Pile Drivers and cars weighing over 177,000 pounds must be separated from engine.  
 250-ton Wrecking Cranes—

Over all Bridges .....	10 MPH.
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Diesel Engines U25C, U28C and SD45 series.

Over all Bridges .....	20 MPH.
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Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds, with speed over all bridges restricted to.....	10 MPH.
Cars over 40 feet long and weighing between 177,000 pounds and 220,000 pounds over Bridges 28, 58, 102, 102.1, 105 and 107.1.....	20 MPH.
Cars over 40 feet long and weighing between 220,000 pounds and 263,000 pounds over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2.....	10 MPH.

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

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

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

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

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

8. **Between Troy and Kendrick**—Rules 91 and 91 (a) for westward trains, are amended as follows:

At Troy, when operator goes off duty, he will enter on the register the record of any westward train which has not been reported clear at Kendrick, showing departing time, and following westward trains will register, and must not depart for at least 30 minutes behind preceding train.

At Kendrick—The operator shall not report a westward train clear at that station until the rear of the train has passed the train order signal 300 feet or the train is into clear on the siding.

At Troy—The operator must not clear a westward train until the operator at Kendrick has reported the last preceding train clear. If means of communication fail and last preceding train not reported clear at Kendrick, operator shall space trains 30 minutes apart, endorsing clearance "wire failure" and also the time the train may go.

9. **Camas Prairie Clearance**—

The following governs the issuing of Camas Prairie R. R. and BN train orders and clearances to BN trains, operating between Arrow and Lewiston over Camas Prairie Railroad.

Train orders and clearances must bear the heading of the respective railways. In case BN stationery is used by the Cama Prairie, train orders and clearances must be stamped "Camas Prairie Railroad." This in order to avoid any possible confusion in train orders and clearances of the respective railways.

Camas Prairie train orders must not be issued to BN trains at any station between Marshall and Arrow, except Pullman, and BN train orders must not be issued to BN trains between Lewiston and Arrow, except at Lewiston or East Lewiston.

In case of failure of means of communication between Pullman and Lewiston, and during the time no train dispatcher is on duty at Lewiston, operator at Pullman may issue Camas Prairie clearance and operators at Lewiston or East Lewiston, may issue BN clearance in accordance with Rule 220 (A), endorsing clearance "wire failure".

10. **Mountain Grade Operation**—Between Kendrick and Howell.

**See Mountain Grade Operation All Subdivisions.**

If helper or pusher engine is attached to train ahead of road engine or at rear of train, an application and release test shall be made from the leading engine as outlined in Air Brake Rules.

When helper is cut in ahead of the rear portion of freight train, the procedure outlined in Air Brake Rules 50(c), (d), (e), (f), (g) and (h) must be followed.

If helper, having dynamic brake, is used on descending grade and tonnage does not exceed the specified tonnage rating of both engines ascending the grade, use no retainers when dynamic brake is operative on all units of both engines.

Trains handled by diesel-electric engines with 8-EL, 24-RL or 26-L brake valve, using the maintaining method of braking, and with dynamic brake operative on all units, may handle the following tonnage without the use of retaining valves:

**Any Combination of Four-Motored Diesel Units, Equipped with Dynamic Brakes, Coupled in Multiple.**

Number of Units	Tonnage
5	5000
4	4000
3	3000
2	2000
1	1000

When any combination of four motored diesel units are in a consist, the tonnage handled on the descending grade must not exceed the sum of the tonnage taken from the above table. In no event shall the total tonnage exceed 5000 tons.

If the train tonnage exceeds the limits specified above for handling train without retaining valves on descending grade, use one retaining valve for each fifty tons over tonnage specified, starting from first car at head end of train.

When maintaining method of braking is used, release of the train brakes must be made in the usual manner, dynamic brake and retaining valves (where required) being used to control train speed during time brake system is being recharged.

Before releasing the train brakes, enginemen must know that the speed and grade are such that train may be controlled with the dynamic brake only. This to insure that sufficient time will be allowed to recharge the train brake system before another application of the train brakes will be necessary.

On westward freight and mixed trains, the feed valve on the engine must be adjusted to allow the brake system to charge to ninety pounds before passing Howell and the conductor must know by observing the caboose gauge, that this rule is being complied with.

Trains requiring the use of retaining valves, will stop at Howell to make a brake pipe test and turn up retaining valve handles.

Trains not requiring the use of retaining valves, need not stop at Howell to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made. Conductor must know that the required brake pipe pressure, as indicated on caboose gauge, is being maintained before passing summit.

On trains handled by engine, having no dynamic brake, or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after brake pipe test has been made at Howell.

On these trains, stop will be made at Kendrick to turn down retaining valve handles and cool wheels.

Trains not requiring the use of retaining valves need not stop at Kendrick to cool wheels.

**11. Between Kendrick and Juliaetta automatic block signals in conjunction with detector fence.**

Westward signal No. 1131 located 4540 feet east of MP 114 is a fixed approach signal displaying Indication, 240-C, Figure 3. Westward signal No. 1137 located 1540 feet east of MP 114 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3. Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 240-C, Figure 3. Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3.

**12. Yard Limits—**

Tracks between yard limit signs east of Pullman and west of Pullman Jct. operated as one yard.

13. **Sidings**, at Spangle, Rosalia, McCoy, Eden, Whelan, Pullman, Sunshine, Troy, Kendrick and Juliaetta are also used as industrial tracks. At Arrow, used for storage and interchange.
14. **Pusher District**—Between Lewiston and Moscow.
15. **Train Register Exceptions**—  
At Marshall, all trains will register by ticket, and will be furnished check of register.  
At Troy for westward trains, when operator is not on duty. To be used for spacing trains.
16. **Clearance Provisions and Exceptions Rule 83(B)**—  
At Pullman, all westward, and at Lewiston or East Lewiston, all eastward BN trains using CP track between Arrow and Lewiston must secure both BN and CP clearances.  
At Arrow, eastward trains.

## FIFTEENTH SUBDIVISION

1. **Speed Restrictions**—
 

Zone—Between	Maximum Speeds Permitted
Pullman Jct. and Genesee.....	40 MPH.
except over public crossings within corporate limits:	
Colton and Uniontown.....	30 MPH.
At Genesee—on wye tracks.....	5 MPH.

 Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
2. **Clearance Provisions and Exceptions Rule 83(B)**—  
Clearance issued at Pullman will also apply at Pullman Jct. At Genesee, clearance not required.
3. **Sidings**, except at Colton, are also used as industrial tracks.
4. **Yard Limits**—Tracks between yard limit signs east of Pullman and west of Pullman Jct. operated as one yard.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

## SIXTEENTH SUBDIVISION

1. **Speed Restrictions**—
 

Zone—Between	Maximum Speed Permitted
Wenatchee and Keremeos .....	50 MPH.
2. Orville-Keremeos trains must not pass International Border without permission of Customs and Immigration Inspectors.
3. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Keremeos and Chopaka.
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Wenatchee and Chopaka.

## SEVENTEENTH SUBDIVISION

1. **Speed Restrictions**—
 

Zone—Between	Maximum Speed Permitted
Columbia River and Mansfield.....	30 MPH.
2. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Columbia River and Mansfield.