

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

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**SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS**

**Special  
Instructions  
No.4**

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

**Pacific Standard Time  
and  
Mountain Standard Time**

**Sunday, November 16, 1980**

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**Asst. Vice President  
Transportation  
T.C. WHITACRE**

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

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

**Superintendent  
Pacific Division  
G.W. SAYLOR**

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

Printed in U.S.A.

# ALL SUBDIVISIONS

## 1. Speed Restrictions —

## Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB\* ..... 60 MPH.  
Freight trains over 100 Tons/OB\* ..... 50 MPH.

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

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

### Unless otherwise provided —

Loaded unit ore, ballast and potash trains ..... 40 MPH.  
Loaded unit coal trains ..... 45 MPH.  
Empty unit coal trains ..... 50 MPH.  
Engines running light or with caboose only ..... 50 MPH.  
All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise ..... 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Freight Trains
Zero degrees to 10 below zero .....	65 MPH.	50 MPH.
11 degrees below zero and colder .....	60 MPH.	45 MPH.

### Equipment

	Main Line	Branch Line
Loaded BN ownership C-2 covered hoppers (less than 2200 cubic capacity) .....	50 MPH.	
Ore cars .....	45 MPH.	20 MPH.
Scale test cars except WO 3, 4, 5 .....	35 MPH.	20 MPH.
Air dump cars (loaded) .....	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow) .....	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes .....	30 MPH.	15 MPH.
Ribbon rail cars (loaded) .....	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

### Maximum Speed Diesel Units Dead in Tow —

Switcher units with friction bearings ..... 35 MPH.  
Switcher units with roller bearings ..... 50 MPH.  
Road switcher and other units ..... 60 MPH.

### 1A. Control of Harmonic Rocking —

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

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour,

must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

## 2. Restrictions on Diesel Units —

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

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead 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.

**Exception** — Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes 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 couplers:

All switcher units

Road and road switcher diesel units: 256-259, 405, 406, 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 6070-6089

FWD 700-701, 703

C&S 150-842

## 3. Manned Helper Operations —

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997

FW&D 700-701, 703

**Exception** — Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may

shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)  
 BN 514100-514199 (NP 73600-73699)  
 BN 514300-514499 (CBQ 160000-160199)  
 BN 520000-520599 (NP 73000-73599)  
 BN 520658-520699 (NP 74958-74999)  
 BN 522000-522699  
 BN 523000-523399  
 BN 524000-525299 (CBQ 160200-161499)  
 BN 530000-530004  
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

**Exceptions to Item 3**—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

### 3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97, SLSF 10.	198-201
B	SW-1 F-7  F-9 NW-5 GP-5 GP-7    GP-9   GP-18 ARS-11	102. 602-676, 702, 717, 720, 724, 725, 732-761. 847-853. 986-995. 1350-1365. 1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623. FWD 700-701, FWD 703. 1723-1760, 1808-1830, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1990-1997. 4180-4197.	216-251
C	SW-8 SW-900 SW-12 SW-7  SW-9  SW-10 NW-2  F-9 ARS-3 F-7	98, 99, 101. 100. 106, 162-166, 170-250, 256-259. 75-79, 108-134, 137-142, SLSF 300-304. 146-161, 167-169, 260-269, SLSF 305-314. 375-449, 574-585. 405, 410-425, 488-499, 517-573, 586-595, SLSF 250-265, C&S 150-153. 766-845. 4056, 4064, 4068. 682, 684, 703-706, 708-716, 718, 722.	233-251

Group	Types	Unit Numbers	Weight (000)
D	NW-12 SW-7 NW-2 GP-7    GP-9  SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 406, 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593, 1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. C&S 154. 4000-4004, SLSF 361-365.	233-275
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9  GP-20 GP-38  GP-38-2  GP-30 GP-35  GP-40 A-415 A-424 A-425 U-25B  U-28B U-30B  F-7 B-30-7 GP-40-2	20-65, SLSF 315-360. 300-324 1375-1399, SLSF 100-124 1400-1438 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071 2072-2077, 2110-2138, SLSF 633-650, SLSF 652-662. 2078-2109, 2150-2154, 2255-2369, SLSF 400-478, SLSF 663-699. 2200-2254 2500-2545, 2550-2582, SLSF 700-732 3000-3039 4010, 4011 4240-4246 4252-4264 5400-5429, 5210-5233, SLSF 808-831. 5450-5465 5470-5484, 5770-5799, SLSF 832-862. 707, 726 5485-5492, SLSF 863-870. 3040-3064, SLSF 750-774.	255-276
F	SD-7	6048-6059	300
G	SD-7 SD-9	6023-6047, 6070-6089 6127-6206	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022 6100-6126 6240-6255 9900-9925	330-347
I	A-636 C-30-7 U-23C U-30C U-25C U-28C U-33C SD-40 SD-40-2  SD-45  F-45 SD-38-2	4360-4369 5000-5126, 5500-5599. 5200-5208 5300-5394, 5800-5944. 5600-5641 5650-5677 5700-5765 6300-6324, 6394-6399. 6325-6334, 6348-6385, 6700-8161, C&S 6850, C&S 6950, SLSF 950-957 6400-6599, 6650-6696, SLSF 900-948. 6600-6645 6260-6263.	370-421

#### 4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars

Scale test cars (next ahead of caboose) except WO-3, 4, 5

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

Rear end only cars.

#### Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80-foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

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

#### 5. Repeater Relay Air Car Operation—

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

#### 6. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation", in their possession and be familiar with its contents.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B. E. Pamphlet 20.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

Loaded placarded tank cars of the 112-A or 114-A types will not be handled in freight trains authorized at maximum speed of 60 MPH.

Trains handling loaded placarded tank cars of the 112-A or 114-A types must not exceed 50 MPH. Where maximum authorized speed is 40 MPH or less, such trains must not exceed 30 MPH observing all other speed restrictions.

112-A and 114-A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

**When derailment or incident occurs in which hazardous materials may be involved:**

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion

of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.

- Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

#### 7. Train Inspection and Failed Equipment Detector Instructions—

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

When a failed equipment detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such failed equipment detector.

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

#### Failed Equipment Wayside Display—

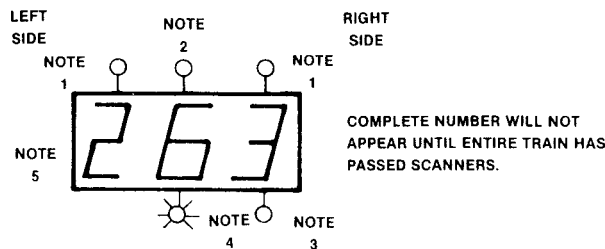
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

**FAILED EQUIPMENT DISPLAY**  
AS VIEWED FROM PASSING 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.

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.

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 immediately after the rear of the train has passed, stop and inspect train.

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

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

#### Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivisions Special Instructions, convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity Failure"	Stop train for inspection
"... First hot box right side XXX"	Stop train for inspection near indicated axle
"... First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"... First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"... (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

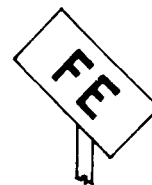
XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

\*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

#### FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

#### 8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

#### 9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

#### 10. Commodities insulating track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

#### 11. Rules Changes and Modifications—

##### BN Safety Rule 94—

BN Safety Rule 94 is cancelled and the following rule applies: 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 stopped.

##### BN Safety Rule 144—

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A) Manual uncoupling of air hose on passenger equipment, between locomotives, yard air lines or when changing an air hose or air hose gasket must be performed as follows:

- a) Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- b) Take firm grip on hose coupling and apply upward pressure.
- c) Break connection gradually to reduce pressure in hose.
- d) Turn face away from air hose connection as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B) When air hoses are not manually uncoupled and separation is to be made, the following applies:

- a) Close angle cock on locomotive or on car toward locomotive when cut is made between cars.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part keeping all parts of body fully in the clear.

**BN Safety Rule 217—**

BN Safety Rule 217 has been modified to include a second paragraph which reads:

"When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement."

**BN Safety Rule 653 and Maintenance of Way Rule 889—**

BN Safety Rule 653 is cancelled and the following new BN Safety Rule 653 is in effect, also, the following is added to Maintenance of Way Rule 889:

Employees performing maintenance or repair work to vehicular crossings at grade or who are exposed to contact with vehicular traffic during work shift, must wear a high visibility vest during time so engaged in such work.

**12. Air Brake and Train Handling Rules—**

BN Air Brake and Train Handling Rules, Form 15338 8-1-79, are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

**13. Automatic Cab Signals—**

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

- 14.** Within the State of Washington when approaching private grade crossings where view is obscured, or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing, engine whistle must be sounded in accordance with Rule 15 (L) commencing at a point one-quarter (1/4) mile from the crossing and bell must be rung as provided by Rule 30 of the Consolidated Code of Operating Rules. This does not modify city ordinances where local conditions will prevail.

**SPOKANE DIVISION**

(Conkelley - Cheney)

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

Zone -- Between	Passenger	Freight
Conkelley and Cheney .....	79 MPH.	60 MPH.
Conkelley and Whitefish, against the current of traffic .....	59 MPH.	49 MPH.
Rock Creek and Riverview westward trains in excess of 6000 tons without operable dynamic brakes .....		50 MPH.
Athol and Ramsey		
Engine Westward freight trains passing Signal 35.1 with up to 100 tons/OB .....		55 MPH.
over 100 tons/OB .....		45 MPH.
Ramsey and Rathdrum		
Engine Westward freight trains passing signal 42.9 with up to 100 tons/OB .....		55 MPH.
over 100 tons/OB .....		45 MPH.
Westward trains departing Yardley Yard until entire train on main track .....		10 MPH.
Yardley and Sunset Jct.		
At Absolute Signal West of UP		
Interlocking Spokane		
Engine Eastward freight trains		
Passing signal 36		
with over 100 tons/OB .....		20 MPH.

At Spokane

Engine Eastward freight trains

passing signal 70.2

with up to 100 tons/OB .....

20 MPH.

Over 100 tons/OB .....

15 MPH.

Trains or engines through turnouts at following

locations: ..... 35 MPH. 35 MPH.

West yard lead switch Whitefish.

North Main track Irvin.

Siding switches at:

Vista	Tamarack	Yakt	Elmira
Lupfer	Fisher River	Leonia	
Radnor	Riverview	Crossport	
Brimstone	Ripley	Bonnors Ferry	
Twin Meadows	Libby	Naples	
Rock Creek	Kootenai Falls	Boyer	
Wolf Prairie	Troy	Ramsey	

Trains or engines through turnouts at following

locations: ..... 30 MPH. 30 MPH.

Siding switches at:

Algoma	Athol	Otis Orchards
Cocolalla	Rathdrum	

Trains or engines through turnouts at following

locations ..... 25 MPH. 25 MPH.

Siding Switches Empire.

Crossover and Thirteenth Subdivision switch at Marshall.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet ..... 220,000 lbs.

Minimum coupled length 44 feet ..... 263,000 lbs.

Minimum coupled length 52 feet ..... 315,000 lbs.

At Libby, engines not permitted on St. Regis Paper Co. wye track.

At Spokane, account No. 7 turnouts, six-axle engines not permitted on Stub tracks 7, 8, and 9 at east end of passenger station.

**3. Train Register Exceptions—**

Libby for trains originating or terminating.

Sandpoint for trains originating or terminating.

Yardley and Spokane for trains originating or terminating.

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

**Conkelley**—Rule 83(B) does not apply to westward trains. All trains must obtain clearance at Whitefish. All trains between Whitefish and Conkelley will operate on Montana Division train orders and clearances.

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser Jct., Sunset Jct. and Marshall or at intermediate locations in CTC territory when so authorized by train dispatcher.

Westward trains departing Whitefish, enroute Yardley and eastward trains departing Yardley enroute Whitefish, will secure a second clearance addressed to C&E \_\_\_\_\_ at Sandpoint.

First class trains must secure a clearance at Spokane.

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

**Cheney**—Rule 83(B) does not apply to trains moving from the Portland Division First Subdivision. Such trains will secure Spokane Division clearance at Pasco and, in addition, a second clearance will be secured at Cheney if

train order signal is displayed in '19' or 'stop' position.

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

6. **Spring Switches**—

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

7. **Columbia Falls**—

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

**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. **Interlockings and Railroad Crossings not indicated at a station**—

Spokane—UP Tower, MP 69.7.

9. **Whitefish**—

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

10. **Swamp Creek and Rock Creek**—

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

11. **Flathead Tunnel, between Twin Meadows and Rock Creek**—

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.

Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, advise the superintendent at Spokane, and the trainmaster at Whitefish, by wire, the number of the air pack used and where left so that it can be recharged at once.

12. **Between Irvin and Yardley**—

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

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

13. **Yardley**—

Time of first class trains applies at crossover Havanna Street.

Train and engine movements will be governed by Rules 261 through 264 between westward interlocking signal end of CTC Parkwater and Havanna Street interlocking. Train and engine movements may be made without train order authority and must first secure authority from the train dispatcher before entering main track between these two points. Westward trains departing Yardley via old main track will not enter main track without securing authority from train dispatcher.

At both ends of Yardley yard, Rule 501K, flashing red will govern access to main track (drills) by switch assignment. All other aspects will govern the movement of trains. These instructions may be modified by the dispatcher following complete understanding between the dispatcher, road engine and train crews, and switch engine and ground crews.

14. **Spokane**—

Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.

15. **Crossovers on Double Track**—

**Facing Point:**

MP 1211.7 Columbia Falls  
MP 0.2 West end  
Passenger Yard,  
Spokane

**Trailing Point:**

MP 1212.7 Columbia Falls  
MP 1215.0 East of Half Moon  
MP 69.8 West of Yardley  
MP 71.2 East end Passenger  
Yard, Spokane

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

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

18. **Rule 268(A)**—Trains or engines using switch off siding at following locations will leave switch open:

Algoma	Ramsey	Samuels (Cedapine
Cocolalla	Rathdrum	Veneer Spur)
Athol	Otis Orchards	

19. **Boardman Unit Coal Trains**—

500 mile inspections of Boardman coal trains will be performed at Missoula and Hinkle. A form FRA F-6180-48 certification of air brake inspection will be placed in the lead locomotive at Hinkle and Missoula (Rule 217-A, BN Air Brake and Train Handling Rules).

On the westbound movement, the train will stop east of the crossover at UP Tower at Spokane. The BN Engineer will make a 20-lb service brake pipe reduction before turning the train over to the UP Engineer. The UP Engineer will ensure Form FRA F-6180-48 is in the cab, that brake pipe leakage does not exceed 5 pounds per minute and that brakes apply and release on the rear car from a 20-lb. service brake pipe reduction, Rule 217(I). BN Conductors will assist UP Engineers as required. The train will be moved forward so that the caboose is opposite the UP Tower where the BN train crew will be replaced by the UP train crew.

On the eastbound movement the train will be stopped west of the crossover at UP Tower, Spokane, where the UP Engineer will make a 20-lb service brake pipe reduction before turning the train over to the BN Engineer. The BN Engineer will ensure Form FRA F-6180-48 is in the cab, brake pipe leakage does not exceed 5 pounds per minute and brakes apply and release on the rear car from a 20-lb. service brake pipe reduction. (Rule 217(I)). UP Conductors will assist BN Engineers as required. The train will then be moved forward so that the caboose is opposite the UP Tower where UP train crew will be replaced by BN train crew.

Dispatcher must be notified of any cars picked up or set out on line, and copy of wheel report left in the caboose.

Brake pipe pressure will be 80 lbs, per Rule 101-A(3) and Engineers are reminded that the empty return movement brake pipe pressure must not exceed 80 lbs or will result in slid wheels.

Cars in this service are equipped with ABDW braking as described on Page 99 of BN Air Brake and Train Handling Rules, and each car will have one rotary coupler situated on the end identified by a solid paint stripe. One car in the train will have rotary couplers on both ends, and cars picked up on line should be added next to this car.

Rollby inspection will be performed by carmen at Yardley.

20. **Olney**— All trains and engines performing switching, or using industrial track, must protect road crossing.

## SPOKANE DIVISION (Kootenai - Sandpoint Jct.)

### SECOND SUBDIVISION

1. **Speed Restrictions —**

	Maximum Speeds Permitted	
Zone — Between	Passenger	Freight
Kootenai and Sandpoint Jct. ....	60 MPH.	50 MPH.
Trains or engines through sidings and turnouts at following locations: ....	20 MPH.	20 MPH.
Kootenai		
Sandpoint		
2. **Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.
3. **Train Register Exceptions —** None.
4. **Clearance Provisions and Exceptions Rule 83(B) —**

Rule 83(B) does not apply to trains leaving Sandpoint Jct. or moving to or from Rocky Mountain Third Subdivision at Kootenai or at intermediate locations in CTC territory when so authorized by train dispatcher.
5. **Rule 99** — When flagging is required, distance will be 2.5 miles.

## SPOKANE DIVISION (Boyer - UP Tower - Spokane)

### THIRD SUBDIVISION

1. **Speed Restrictions —**

	Maximum Speeds Permitted
Zone — Between	Freight
Boyer and Hillyard .....	50 MPH.
On siding Laclede over public crossing .....	10 MPH.
Albeni Falls spur and Diamond Match Mill .....	10 MPH.
Scotia, Over public crossings .....	50 MPH.
Mead, over switches and frogs on curves Aluminum Plant .....	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions —**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.
3. **Train Register Exceptions —**

Newport — BN trains originating and terminating and other trains when instructed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B) —**

Rule 83(B) does not apply at Dean to westward trains from Sixth Subdivision.

Hillyard — Clearance not required when authorized by train dispatcher.
5. **Rule 99** — When flagging is required, distance will be 2.5 miles.
6. **Spring Switches —**

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H).
7. **Between Hillyard and Dean:** Train orders or numbered clearance authority not required for extra train or engine movements.
8. **Hillyard** — Automatic interlocking in service at east end of yard. Operating instructions are posted at the interlocking. When permission is received to pass a stop signal at this interlocking, the automatic switch must be operated in accordance with Consolidated Code of Operating Rule 275(A), even though lined for desired route. Consolidated Code of Operating Rule 605(A) governs this interlocking and Rule 509 is modified as follows:

No eastward train movement may be made beyond the stop signal without permission of the train dispatcher and the dispatcher will not authorize any such movement unless he positively knows there is no opposing train in the block.
9. **Between Hillyard and UP Tower, Helena Street, Spokane,** yard limits in effect, and all train or engine movements between absolute block signal located 3,700 feet west of Hillyard office and UP manual interlocking will be controlled and authorized by control operator at UP Tower. Westward trains or engines operating Hillyard must first obtain authority from the control operator at UP Tower and will not pass Wellesley Avenue underpass until receiving proceed indication on absolute signal located 3,700 feet west of Hillyard yard office.

**SPOKANE DIVISION**  
(Latah Jct. - Fish Lake)

**FOURTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Latah Jct. and Fish Lake .....	60 MPH.	60 MPH.
Trains or engines through turnouts crossover, Scribner .....	25 MPH.	25 MPH.
Trains or engines through turnouts at following locations: .....	35 MPH.	35 MPH.
Overlook siding switches Latah Jct.		
2. **Bridge, Engine and Heavy Car Restrictions—**  
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
 

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Fish Lake—Spokane Division clearance received at Pasco and by UP trains at Wallula will apply at Fish Lake. Rule 83(B) does not apply at Latah Jct. or at intermediate locations in CTC territory when so authorized by train dispatcher
5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. When speed of train creates blowing snow conditions sufficiently severe to affect an accurate reading by the various hot box detectors, engineers will slow train approaching the detectors to speed necessary to eliminate the blowing snow but not below 15 MPH.

**SPOKANE DIVISION**  
(Sunset Jct. - Wenatchee)

**FIFTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Sunset Jct. and Wenatchee .....	60 MPH.
Lamona and Bluestem against current of traffic .....	40 MPH.
Trains or engines through siding turnouts at following locations .....	35 MPH.
Edwall	Adrian
Odessa	Columbia River
Gibson	Malaga
Wilson Creek	

And ends of double track Lamona and Bluestem.  
Wenatchee #1 crossover.

Through siding turnouts at following locations ..... 30 MPH.

Lyons	Quincy
Ephrata	Trinidad
Naylor	

And crossover switch west end of yard, Wenatchee.

**Between Wenatchee and Appleyard**

Engine Eastward freight trains passing signal 1649.4	
with over 100 tons/OB .....	30 MPH.

**Between Bluestem and Harrington**

Engine Westward freight trains passing signal 1523.5 signal 1526.9	
with over 100 tons/OB .....	45 MPH.

**Between Harrington and Mohler**

Engine Westward freight trains passing signal 1531.9 signal 1533.5	
with over 100 tons/OB .....	45 MPH.

**Between Mohler and Downs**

Engine Westward freight trains passing signal 1536.7	
with over 100 tons/OB .....	45 MPH.

**Between Ephrata and Naylor**

Engine Westward freight trains passing signal 1601.1	
with up to 100 tons/OB .....	55 MPH.
over 100 tons/OB .....	50 MPH.

**At Trinidad**

Engine Westward freight trains passing absolute signal 46W at MP 1626.99	
with over 100 tons/OB .....	40 MPH.

**Between Trinidad and Columbia River**

Engine Westward freight trains passing signal 1629.9	
with over 100 tons/OB .....	40 MPH.
passing signal 1631.7	
with over 100 tons/OB .....	45 MPH.

**At Malaga**

Engine Westward freight trains passing Absolute signal 42W at MP 1643.74	
with over 100 tons/OB .....	45 MPH.

**At Appleyard**

Engine Westward freight trains passing absolute signal 41W at MP 1646.74	
with up to 100 tons/OB .....	40 MPH.
over 100 tons/OB .....	30 MPH.

**Between Appleyard and Wenatchee**

Engine Westward freight trains passing signal 1648.7	
with over 100 tons/OB .....	30 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

### 3. Train Register Exceptions—

Quincy—Trains originating or terminating will register.

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

Between Lamona and Bluestem on double track numbered clearance or train order authority is not required to move with the current of traffic.

Rule 83(B) does not apply to trains entering at Sunset Jct. or Columbia River or at intermediate locations in CTC territory when so authorized by train dispatcher.

Regular trains clearing at Spokane must secure a second clearance endorsed by chief dispatcher at Seattle.

### 5. Rule 99—When flagging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the distance will be 1.5 miles.

### 6. Spring Switches—

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

### 7. Fairchild Air Force Base—

Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

### 8. Crossovers on Double Track—

#### Facing Point:

MP 1527.7 Harrington

#### Trailing Point:

MP 1534.8 Mohler

MP 1538.7 Downs

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

### 10. Handling 80-Foot or Longer Cars—

(See All Subdivisions, Special Instructions, Items 3 and 4.)

#### Between Quincy and Wenatchee—

Trains of greater than 5700 trailing tons must handle empty cars, 80 feet and longer, in the rear 5700 tons.

Trains of greater than 8800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 8800 tons except 80 foot and longer cars in excess of 100 gross tons will have no restriction on location in train.

### 11. Westbound freight trains will not use in excess of a fourth throttle setting west of Sunset Jct. until all units are on the Latah Creek bridge, observing posted speed restrictions.

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

## SPOKANE DIVISION

(Nelson - Dean)

## SIXTH SUBDIVISION

### 1. Speed Restrictions—

#### Maximum Speeds Permitted

Zone—Between

Freight

Dean and Troup Jct. .... 35 MPH.

Northport—Wye track ..... 8 MPH.

Item 1A, All Subdivisions, applies.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet ..... 220,000 lbs.

Minimum coupled length 44 feet ..... 263,000 lbs.

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

### 3. Train Register Exceptions—

Colville—Trains originating or terminating will register.

Chewelan—Trains originating or terminating will register.

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

Dean—Rule 83(B) does not apply.

Kettle Falls—All trains must obtain clearance.

### 5. Rule 99—Unless otherwise provided protection against following trains is not necessary between Kettle Falls and Boundary. When flagging is required between Dean and Waneta, B.C. distance will be 1 mile.

### 6. Northport-Waneta—Trains must not pass international border without permission of customs and immigration inspectors.

Between Troup Jct. and Boundary, U.S., Canadian Maintenance of Way Flagging Rules 41 and 44 and Canadian Uniform Code Rules apply.

### 7. Mountain Grade Operation—

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

Ruling Grade Descending East: 2.5%.

### 8. Handling 80-Foot or Longer Cars—

(See All Subdivisions, Special Instructions, Items 3 and 4.)

### 9. The Canadian Transportation Commission, Railway Transport, requires that in the matter of the safe movement of occupied cabooses and occupied service equipment the following will apply while operating in any Canadian province:

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

### 10. BN Form 15071, Excerpts from the Canadian Uniform Code of Operating Rules is amended to include the following rule:

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

- (a) By day place a yellow flag and, in addition, by night a yellow light 200 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 yellow over red flag and, in addition, by night a yellow light and red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
- (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.
- (e) When weather or other conditions obscure day signals night signals must be used in addition.
- (f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

Canadian Uniform Code Rules 40(b), 41(b), 42(b), 43(a) and 44(b) as contained in form 15071 Excerpts from the Uniform Code of Operating Rules are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

## SPOKANE DIVISION (Kettle Falls - Republic)

### SEVENTH SUBDIVISION

#### 1. Speed Restrictions —

Zone — Between	Maximum Speeds Permitted
Kettle Falls to MP 50.5 .....	30 MPH.
MP 50.5 to end of track, Republic .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

#### 3. Train Register Exceptions — None.

#### 4. Clearance Provisions and Exceptions Rule 83(B) — None.

#### 5. Rule 99 — Unless otherwise provided, protection against following trains is not necessary between Barstow and Republic, except between Laurier and Danville Canadian Uniform Code Rules apply. When required to flag, distance will be 1 mile.

6. **Laurier-Danville** — Trains must not pass international border without permission of customs and immigration inspectors.  
Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Washington, and Danville, Washington.
7. **Grand Forks, B.C.** — Canadian Transport Commission requires all train movements over Carson Road crossing on wye tracks shall be flagged by a member of the train crew.
8. **Handling 80-Foot or Longer Cars** —  
(See All Subdivisions, Special Instructions, Items 3 and 4.)
9. The Canadian Transportation Commission, Railway Transport, requires that in the matter of the safe movement of occupied cabooses and occupied service equipment the following will apply while operating in any Canadian province:
  1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
  2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.
10. BN Form 15071, Excerpts from the Canadian Uniform Code of Operating Rules is amended to include the following rule:

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

- (a) By day place a yellow flag and, in addition, by night a yellow light 200 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 yellow over red flag and, in addition, by night a yellow light and red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
- (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.
- (e) When weather or other conditions obscure day signals night signals must be used in addition.
- (f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

Canadian Uniform Code Rules 40(b), 41(b), 42(b), 43(a) and 44(b) as contained in form 15071 Excerpts from the Uniform Code of Operating Rules are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

**SPOKANE DIVISION**  
(Cheney - Coulee City)  
**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, and locomotive cranes (over bridges) .....	15 MPH.
Davenport to Eleanor industrial track:	
Davenport and MP 3 .....	25 MPH.
MP 3 and Eleanor .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Engines in Groups F, G, H and I not permitted. Engines in Group E not permitted between Davenport and Eleanor.

250-ton wrecking derricks not permitted without authority of Superintendent.

**3. Train Register Exceptions —**

Davenport — Register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 83(B) — None.**

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

**6. Sidings —** Except at Major and Davenport are also used as industrial tracks.

**7. Handling 80-Foot or Longer Cars —**

(See All Subdivisions Special Instructions, Items 3 and 4.)

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

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Hauser Jct. and Post Falls .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Engines in Groups F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

**3. Train Register Exceptions —**

Post Falls — Trains originating or terminating will register.

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

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

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

**6. Handling 80-Foot or Longer Cars —**

(See All Subdivisions Special Instructions, Items 3 and 4.)

**7. Continuous yard limits in effect between Hauser Jct. and Post Falls.**

**SPOKANE DIVISION**  
(Spokane [Erie Street Yard] - Coeur d'Alene)  
**TENTH SUBDIVISION**

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Spokane (Erie Street Yard) - Coeur d'Alene .....	25 MPH.
Spokane - interlocking at UP Tower, MP 2.4 .....	15 MPH.
Item 1A, All Subdivisions, applies.	

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

Engines in Groups F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

(See All Subdivisions Special Instructions, Items 3 and 4.)

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions —**

Post Falls, trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 83(B) — None.**

**5. Rule 99 —** Unless otherwise provided protection against following trains is not necessary. When flagging is required distance will be .5 mile.

**6. Restricted Clearances —**

Bridges C 7.7, 7.8 and 7.9, located 3200 feet east of Millwood, have restricted side clearance.

**7. Coeur d'Alene, 11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings:** Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.

**8. Handling 80 Foot or Longer Cars —**

(See All Subdivisions Special Instructions, Items 3 and 4.)

9. **Interlockings and Railroad Crossings not indicated at a station—**  
Spokane - UP Tower MP 2.4

10. Continuous yard limits in effect between Spokane Bridge and Coeur d'Alene.

## **SPOKANE DIVISION**

(Mt. Hope - Manning)

### **ELEVENTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mt. Hope and Manning .....	25 MPH.
Item 1A, All Subdivisions, applies.	

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

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than 220,000 lbs., minimum length 38 ft. not permitted without authority of Superintendent.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

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

6. **Handling 80 Foot or Longer Cars—**

(See All Subdivisions Special Instructions, Items 3 and 4.)

## **SPOKANE DIVISION**

(Stryker - Eureka)

### **TWELFTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Stryker and Eureka .....	40 MPH.
Tobacco—Public crossing serving Plum Creek Lumber Company .....	20 MPH.
Item 1A, All Subdivisions, applies.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

3. **Train Register Exceptions—None.**

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

**Stryker—** Rule 83(B) does not apply.

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

## **SPOKANE DIVISION**

(Marshall - Arrow)

### **THIRTEENTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Marshall and MP 20.7 (Plaza) .....	45 MPH.
MP 20.7 and Arrow .....	40 MPH.
Within corporate limits:	
Spangle, Rosalia, Oakesdale, Palouse .....	25 MPH.
Garfield .....	20 MPH.
Pullman .....	15 MPH.
Moscow .....	20 MPH.
Except public crossings .....	12 MPH.
Wrecking derricks 250 tons (over bridges) .....	10 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to .....	10 MPH.
Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 105 and 107.1 .....	20 MPH.
Cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2 .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

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

Engines in groups F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

3. **Train Register Exceptions—**

**Pullman and Rosalia—** Trains originating and terminating.

4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

5. **Rule 99—** When flagging is required, distance will be 1.5 miles, except ascending grade between Howell and Kendrick distance will be .5 mile. Descending between Howell and Kendrick will be 1 mile.

6. **Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Howell and Kendrick MP 96.8-110.8.

Ruling Grade Descending West: 2.4%.

7. **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.

8. **Handling 80 Foot or Longer Cars—**

(See All Subdivisions Special Instructions, Items 3 and 4.)

**Between Arrow and Howell—**

Trains of greater than 2450 trailing tons must handle empty cars, 80 feet and longer, in the rear 2450 tons.

Trains of greater than 3800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3800 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

**At Palouse and Moscow —**

85 foot cars not permitted on wye tracks.

**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.

Item 1A, All Subdivisions, applies.

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

Engines in Groups F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	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. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

**6. Handling 80 Foot or Longer Cars —**

(See All Subdivisions Special Instructions, Items 3 and 4.)

**SPOKANE DIVISION**

(Wenatchee - Keremeos)

**FIFTEENTH SUBDIVISION**

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Wenatchee and Oroville .....	45 MPH.

Item 1A, All Subdivisions, applies.

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

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions —**

Okanogan for trains originating or terminating.

**4. Clearance Provisions and Exceptions Rule 83(B) — None.**

**5. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary between Wenatchee and Okanogan. When flagging is required, distance will be 1 mile.

**6. Oroville — Keremeos —** Track is out of service between MP 124 and MP 160.

**SPOKANE DIVISION**

(Columbia River - Mansfield)

**SIXTEENTH SUBDIVISION**

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Columbia River and Mansfield .....	25 MPH.

Item 1A, All Subdivisions, applies.

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

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than 220,000 lbs., minimum length 38 ft., not permitted without authority of Superintendent.

**3. Train Register Exceptions — None.**

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

Columbia River — Rule 83(B) does not apply.

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

**6. Mountain Grade Operation —**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Palisades and Douglas MP 16-32.

Ruling Grade Descending West: 2.0%.

**7. Handling 80 Foot or Longer Cars —**

(See All Subdivisions Special Instructions, Items 3 and 4.)

**SPOKANE DIVISION**  
(Columbia Falls - Somers)

**SEVENTEENTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Columbia Falls and Kalispell .....	40 MPH.
Kalispell, over Main Street crossing .....	5 MPH.
Kalispell and Somers .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Engines in Groups E, F, G, H and I not permitted.  
250-ton wrecking cranes not permitted without authority of Superintendent.  
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:  
Minimum coupled length 38 feet ..... 220,000 lbs.  
Minimum coupled length 44 feet ..... 263,000 lbs.

**3. Train Register Exceptions—None.**

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

All trains between Columbia Falls and Somers will operate on Montana Division train orders and clearances.  
Columbia Falls—Rule 83(B) does not apply.

**5. Rule 99—**Unless otherwise provided, protection against following trains is not necessary. When flagging is required, distance will be 1 mile between Columbia Falls and Kalispell and .5 mile between Kalispell and Somers.

**PACIFIC DIVISION**  
(Wenatchee - Seattle)

**FIRST SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Wenatchee and Everett .....		60 MPH.
Everett and Seattle .....	60 MPH.	50 MPH.
Light helper engines without operative dynamic brakes .....		35 MPH.
Seattle—Over public crossings .....	20 MPH.	20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront .....	10 MPH.	10 MPH.
Seattle King St. Station—Through turnouts .....	10 MPH.	10 MPH.
Seattle—trains handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station .....	5 MPH.	5 MPH.
Trains or engines between North Portal and King St. Station, Seattle .....	20 MPH.	20 MPH.
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.
Everett on siding, between West switch Short Pass and P.A. Jct. ....	20 MPH.	20 MPH.
Monroe—Gravel pit spur over Highway U.S. 2 ....		5 MPH.
Scenic and Skykomish:		
Westward freight trains: between MP 1721 and 1730 while handling loaded C-6 covered hopper cars, or exceeding 100 tons/OB .....		10 MPH.
Leavenworth—Old Leavenworth spur, over Bridge 0.6 .....		10 MPH.
Trains or engines through No. 20 turnouts at the following locations .....	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds.		
Siding switches at:		
Cashmere .....	Merritt	
Leavenworth .....	Berne	
Winton .....	Gold Bar	
West siding switches Scenic and short pass, Everett.		
East siding switch Skykomish.		
Interbay—Yard lead 23rd Street MP 5.1 and end of single track MP 4.1.		
Trains or engines through No. 15 turnouts at the following locations .....		30 MPH.
Both siding switches at Baring and West switch Monroe		
West switch Wenatchee (Olds Jct. MP 1652.8), east switch Scenic, west switch Skykomish.		
Turnout at east siding switch Monroe .....		25 MPH.
Turnouts at PA Jct., Lowell Jct., Snohomish Jct. West, and Snohomish Jct. East. ....	15 MPH.	15 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:  
Minimum coupled length 38 feet ..... 220,000 lbs.  
Minimum coupled length 44 feet ..... 263,000 lbs.  
Minimum coupled length 52 feet ..... 315,000 lbs.  
Bridge 0.6, Old Leavenworth Spur—Diesel units heavier than Group E not permitted.

**3. Train Register Exceptions—**

Interbay—Register for freight trains originating and terminating.  
Seattle (South Portal, King St. Station)—Freight trains register by register ticket.

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

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

**5. Rule 99—**When flagging is required, distance will be 2.5 miles

**6. Seattle—Interlocking Rules King Street Tunnel 17—**

Trains and engines may make a forward or backward movement between North Portal and King Street Station without flag protection when signal indicates proceed. When signal indicates stop a member of the crew will immediately contact control operator and be governed by his instructions.

North Portal—Whistle Signals:

Westward: 1 long to tunnel.  
            3 long to waterfront.

Eastward: 1 long to Westward Main Track.  
2 long to Eastward Main Track.  
3 long to former NP Main Track.

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

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

7. **Seattle—Grade Crossing Ordinances**—Be governed by 3rd Subdivision Item 10e.
8. **Interbay**—Single track is in service from end of double track MP 4.1 to beginning of CTC at MP 5.4. All trains and engines leaving Interbay yard tracks will contact yardmaster for authority to proceed and route to be used.
9.
  - a. Two main tracks are in service between MP 5.4 Interbay and Everett Jct., except single track between MP 7.4 and MP 7.7, MP 15.8 and MP 17.9 and between MP 27.1 and MP 27.9. No 1 main track is the right hand track moving westward. No 2 main track is the right hand track moving eastward.
  - b. CTC between MP 5.4, Interbay and MP 7.9, Ballard, is controlled by the operator, Interbay, under authority of dispatcher, Seattle.
10. Following main track switches not equipped with electric lock, Rule 268(A) applies:  
Interbay, Time Oil spur.  
Standard Oil spur, east switch, 2.2 miles west of Edmonds.  
McKinnon spur, 2.4 miles west of Monroe.
11. **Crossovers not Indicated at Station**—  
MP 14.1 at Richmond Beach  
MP 30.6, 1½ miles west of Everett Jct.  
MP 31.3, 1 mile 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 MP 18.5, and east of Interbay operated as one yard.
14. **Mountain Grade Operation**—  
Air brake and train handling rules for mountain grade operation apply on mountain grade between Skykomish and Berne, ruling grade ascending east 2.2%; and between Berne and Merritt, ruling grade descending east 2.2%.  
Locomotives in lead consist must not exceed a maximum of twenty-four powered axles.  
Where cars listed in the first sentence of item 4, All Subdivisions, special instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.
15. **Instructions Governing Operation of Trains between Skykomish and Merritt**—
  - a. East switch Berne to west switch Scenic.  
Signal transmission line carries 13,200 volts.  
All wires must be considered energized.  
Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephone apparatus to any wires located along right-of-way in this zone.
  - b. The head end engine consist on freight trains and the helper engine will operate in the sixth throttle position through Cascade tunnel No. 15.

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

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

In case of emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except signal 1700.3 and 1700.4. Train or engine crew will contact dispatcher and advise the movement they are to make. Should ventilating fans fail before an eastward train has passed Bay No. 4, crew must communicate with dispatcher and make backward movement to Scenic. Dispatcher will line route for main track at Scenic whenever possible and advise crew which route is to be used. In emergency conditions when communications fail, trains may back out of tunnel to Scenic passing all signals at restricted speed. If ventilating fans fail after eastward train has passed Bay 4, train will proceed through tunnel.

- d. Fluorescent light located at Bay 15 is to alert Westward trains as to location of Signal 1706.1 when visibility is obscured.

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

- e. Scenic—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by dispatcher to do so, except eastward passenger trains with not exceeding two units in the locomotive consist may pass Scenic and enter Cascade tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater indicators indicating ventilating system is functioning are located at MP 1706.0, MP 1704.2 and MP 1702.4 in Cascade tunnel No. 15.
- f. Ventilating fans and tunnel door are located at the east portal of Cascade tunnel No. 15; westward signal 1700.3 located 65 feet east of tunnel door, and eastward signal 1700.4 located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.  
If ventilating door Cascade tunnel is closed, immediately contact train dispatcher and be governed by his instructions. If instructed to manually open the door, ascend the ladder on the south wall to top of door and cross catwalk to the north side. Face door and move long red handle to the left to engage hoist sprocket and cut off power to the door. Door may then be raised with chain hoist located to your left.
- g. Scott Air Packs have been placed in each bay of tunnel. Whenever one of these air packs is used, advise the Chief Dispatcher and Manager of Training, Seattle, by wire the number of the air pack used and where left so that it can be recharged at once.
- h. Biopacks are issued to crew members of trains running through Cascade Tunnel No. 15. Biopacks are for emergency use only, and will be placed on trains at the initial terminal and removed from trains at the final terminal on the First subdivision.

The proper number of Biopacks is to be acknowledged as placed on the train through individual crew members' signatures. When this is not possible in the initial terminal, the engineer will sign/acknowledge for head end train crew members; the conductor will sign/acknowledge for rear end train crew

members. At other than the initial terminal, the conductor or engineer will contact the train dispatcher to acknowledge the locations of the Biopacks. Each crew member will be responsible for a Biopack. Train and engine crews will be issued receipts, upon request, for their delivery of Biopacks at the final terminal.

When a lead unit power change occurs, the engine crew will transfer the Biopacks when necessary.

When a crew ties up short of their final terminal, the Biopacks may be secured by being placed in the nose of a locomotive unit, or taken to and/or left in a locked caboose. The dispatchers shall be informed of this action which message is recorded on tape.

When a crew is required to transfer the Biopacks to a deadhead vehicle, sufficient deadhead capacity will be ordered to provide space for the crew and the Biopacks.

Work trains may pick up their Biopacks at Skykomish through the agent or roadmaster. The conductor will notify the dispatcher by phone or radio where the Biopacks are picked up. When no longer needed in work train service, the Biopacks may be secured as above, or left with the agent or roadmaster at Skykomish and the dispatcher notified.

- i. Switching light key controller is 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.
- j. Skykomish, helper engine waiting to assist eastward train will remain standing at depot until train arrives. Light helper consists of other light engines left unattended will be placed on Engine House track or Back Lead complying with Consolidated Code Rule 104 (C) and Air Brake Rules 428 A and 428 B.
- k. Merritt, light helper consists of other light engines left unattended will be placed on West Leg of wye complying with Air Brake Rules 428 A and 428 B.
- l. Helper engines will cut in ahead of full rated tonnage. Helper engines will consist of not more than 12 powered axles unless otherwise authorized by Chief Dispatcher. Helper engines will not utilize dynamic brake unless requested to do so by road engineer.
- m. 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.
- n. Inspections — 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.
- o. One Type E and one Type F knuckle are placed in each bay of Tunnel No. 15, Merritt Depot, CTC bungalow at east and west switches Berne and Scenic, telephone booth Scenic and Skykomish Depot. One air hose and air hose wrench is placed in each bay of Tunnel 15. Conductor will make wire report of material used and from where taken to Division Superintendent, Assistant Superintendent, Mechanical, General Foreman Cars, Seattle; Road Foreman, Everett and Roadmaster, Skykomish. If air hose wrench not returned to bay from which taken advise where left.
- p. 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.

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

(See All Subdivisions Special Instructions, Items 3 and 4.)

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

Trains of greater than 2900 trailing tons must handle empty cars 80 feet and longer in the rear 2900 tons.

Trains of greater than 4500 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are cut into train in accordance with item 3, All Subdivisions, and cuts exceed 2900 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2900 tons of such cuts. A buffer of at least 2300 tons must be provided to separate the lead locomotives from the first empty car 80 feet or longer.

When helper locomotives are used at rear of train, a buffer of at least 1100 tons must be provided to separate locomotives at the rear of the train from the rearmost empty car 80 feet or longer.

#### 17. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

##### Between Skykomish and Merritt—

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

18. At Wenatchee, Spokane Division instructions govern.

## PACIFIC DIVISION

(Vancouver, B.C. - PA Jct.)

## SECOND SUBDIVISION

#### 1. Speed Restrictions—

#### Maximum Speeds Permitted

Zone—Between	Passenger	Freight
Vancouver and PA Jct. ....	79 MPH.	50 MPH.
PA Jct. to Bridge 10, Delta Jct. ....	25 MPH.	15 MPH.
Except through turnouts PA Jct. and Sealine Jct. ....	15 MPH.	15 MPH.
Bridge 10, Delta Jct. ....	10 MPH.	10 MPH.

Marysville—Over street crossings .....	20 MPH.	20 MPH.
Mt. Vernon to Burlington, MP 67 to MP 72.4 .....	20 MPH.	20 MPH.
Bellingham—Over street crossings .....	10 MPH.	10 MPH.
Bridge 69—Between White Rock and Colebrook ...	25 MPH.	15 MPH.
Brownsville—On siding, interchange and cross-overs .....	5 MPH.	5 MPH.
New Westminster—Fraser River Bridge .....	8 MPH.	8 MPH.
New Westminster—Over Braid Street crossing ...	25 MPH.	25 MPH.
CP Jct.—East leg of wye .....		5 MPH.
Between Burnaby and Still Creek, all unit freight trains, loaded or empty .....		30 MPH.
Between Still Creek and Willingdon Jct., westward freight trains approaching Signal 152.7:		
Up to 100 tons/OB .....		40 MPH.
Over 100 tons/OB .....		30 MPH.
If train receives a green signal aspect, normal speed may be resumed after engine passes Signal 152.7. If train receives a yellow or approach aspect on Signal 152.7, it must proceed prepared to stop before passing next signal.		
Still Creek—Over Grandview Highway North and Renfrew Street .....	25 MPH.	25 MPH.
Vancouver—Over Pender, Union, Cordova Streets, Burrard Inlet, CPR crossing, Powell Street .....		8 MPH.
Trains or engines through No. 11 turnouts, at following CTC Control points: .....		15 MPH.
Braid           MP 144.9		
Brunette       MP 145.4		
North Road    MP 146.1		
Lake City      MP 146.4 (Lead switch from Main 2 only)		
Trains or engines through No. 20 turnouts at following locations .....	35 MPH.	35 MPH.
End of double track Still Creek		
Willingdon Jct.		
Colebrook—B.C. Harbours Board junction switch to Roberts Bank.		
Brownsville, east switch.		
Siding switches at:		
English       Bow		
Stanwood     Samish		
Mt. Vernon   South Bellingham		

Items 1A, All Subdivisions, applies on spur between Intalco and end of track at Cherry Point.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

## 3. Train Register Exceptions—

Arrival of first class trains on register at Vancouver will indicate their arrival at Vancouver Jct.

New Westminster—Register for trains originating or terminating only, and shall be by register ticket.

Bellingham-Ferndale—Register for trains originating or terminating.

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

Roberts Bank—All trains register arrival and departure.

Blaine—All trains except First Class trains will register by ticket.

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

In CTC Territory, Rule 83(B) does not apply when authorized by the Control Operator, except as follows:

Vancouver Jct. and CN Jct.—Clearance received at Vancouver clears trains at these stations.

Willingdon Jct.—Clearance not required. CN trains entering BN tracks at this station secure BN clearance at Second Narrows Bridge.

CP Jct.—Clearance not required unless otherwise instructed by Control Operator. Passenger trains en route Vancouver entering BN tracks at this station secure BN clearance at CP Coquitlam passenger station.

New Westminster—Westward CN trains will not require clearance unless train order signal indicates STOP. CP trains entering BN tracks at Cumberland Street en route Brownsville will not require clearance unless otherwise instructed by Control Operator.

Fraser River Jct. and Brownsville—Trains from CN entering BN tracks at these stations will secure BN clearance at CN Thornton Yard.

Burlington—Clearance received at MVB station will clear train at Burlington. Clearance received at Sumas will clear trains at Burlington.

PA Jct.—Rule 83(B) does not apply.

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

## 6. Manual Interlockings not Indicated at Station—

Drawbridge 11—1.2 miles west of Marysville.

Drawbridge 12—0.5 miles west of Marysville.

When interlocking signals display stop indication, bridge operator, B&B foreman or signal maintainer must be called to check bridge equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derrails are posted at absolute signals.

Drawbridge 69—3.4 miles west of Colebrook, B.C. When interlocking signals display stop indication, a member of the crew will immediately call train dispatcher and be governed by his instructions.

When interlocking signals display a stop and proceed aspect, after stopping, trains will proceed in accordance with Rule 501K.

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

Bellingham ..... Georgia Pacific Lead crossing, normal position for 2nd Subdivn. main track.

This crossing is equipped with manually operated gates which activate signals on 2nd Subdivision main track when lined for G.P. Lead movements.

All train and engine movements must wait five (5) minutes after lining gates for movement over this crossing on G.P. Lead, and ascertain route is clear before making crossing movement over 2nd Subdivision main track.

## 8. Sealine Jct. and GN Jct.—Normal position of switch at Sealine Jct. is for Sealine movement. At GN Jct. normal position of switch is for Second Subdivision.

## 9. Whistle signals for routes Delta Jct.

Main track .....	1 long.
From east to Delta Yard .....	1 long, 1 short.
From west to Delta Yard .....	2 long, 1 short.
From Delta Yard to east .....	2 long.
From Delta Yard to west .....	3 long, 1 short.
From PA Jct. to east .....	1 long, 1 short, 1 long.
From east to PA Jct. ....	1 long, 1 short, 2 long.

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

Pacific Grinding Wheel Spur (1 mile east of Kruse Jct.).

Elevator Spur at Silvana. (5.5 miles west of Stanwood).

Both ends Industry Track Silvana.

Fir spur track (5.3 miles west of Mt. Vernon).

Ferrymans Spur (MP 86.2 east of Samish).  
Spur track (MP 93 at South Bellingham).

11. Between CTC South Bellingham and Absolute Signal located east of Bellingham Passenger Station train movements may be made without train order authority when authorized by signal indication or verbal authority from the Train Dispatcher. This does not modify the provisions of Consolidated Code Rule 93.
12. **Bellingham** — Street crossings must not be blocked in excess of five minutes.
13. **Ferndale** — Loaded or empty LPG cars must not be left adjacent to Ferndale High School.
14. Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration inspectors.
15. Colebrook — Dual control switches under jurisdiction of B.C. Railway operator are identified as No. 16, No. 18 and No. 20. When requesting permission to take these switches off power to hand throw, crew member will advise control operator the number of the switch or switches involved.
16. New Westminster — To avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR exchange yard enroute BN tracks will call BN train dispatcher before leaving yard and be governed by his instructions.
17. Still Creek — Eastward trains having wait orders to fulfill at this point, or when governing signal indicates "stop", train will stand west of Renfrew Street crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid operating crossing signals at this crossing.
18. a. Vancouver, B.C. — City ordinance prohibits sounding of engine whistle at Rupert, Renfrew and Kaslo Streets.  
b. Vancouver — Canadian National Railway operates jointly with BN over BN tracks between waterfront and connection with BN main track north of CN Jct.; also between east leg of wye from main track switch and connection with Canadian National Railway in the BN south yard, all of which is located within yard limits of Vancouver. Dispatcher's phone is located in booth near BN main track connection. There is also a city telephone in yard office near dock. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.
19. **Yard Limits** —  
Continuous yard limits are in operation between end of CTC Willingdon Jct. and end of track Vancouver, B.C.  
Continuous yard limits are in operation between PA Jct. and Delta Jct.
20. CTC between Townsend and Willingdon Jct. is operated by BN dispatchers New Westminster.  
At Townsend: Train and engine movements on Tilbury Island Line will be made in accordance with Consolidated Code Rule 105. Both CN and BN trains and engines switch on this line; therefore, before leaving Townsend and before making any Eastward movements, BN dispatcher New Westminster must be contacted who will advise of any other movements being made on the line. This information does not modify provisions of Rule 105.  
At Brownsville: CP and CN trains and engines must secure permission from BN dispatcher New Westminster before fouling or entering controlled siding from auxiliary tracks, and must notify BN dispatcher when clear of controlled siding on auxiliary tracks and switch properly relined for siding.
21. **Fraser River Bridge** —  
Westward BN trains and engines approaching Fraser River Bridge must 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 8 miles an hour on approaching absolute signals and move between absolute signals at speed not exceeding 8 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. Reverse movements must not be made without authority of bridge operator.

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 BN dispatcher at New Westminster station.

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

## 22. Train movements between Vancouver and Willingdon Jct. —

- a. At Vancouver CN station, westward passenger trains, in addition to requiring BN clearance must have permission from BN dispatcher, New Westminster before departing.  
BN Westward freight trains must contact train dispatcher prior to leaving Pryor Yard and be governed by his instructions.
- b. There is no superiority of trains between Vancouver Jct. and CN Jct. That portion of Rule 93 requiring the clearing of First Class trains does not apply and is modified accordingly. All trains and engines must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop within one-half the range of vision but not exceeding 20 MPH.  
Before an extra train or engine may occupy the main track within these limits on the time of a delayed first class train, they must obtain permission from the train dispatcher in addition to operating switch indicators in accordance with governing signal rules.
- c. Rules 261-264 inclusive are in effect between East Absolute Signal CN Jct. and West Absolute Signal Still Creek.  
Trains or engines stopped by a "Stop" signal must not proceed until authority received from train dispatcher. Rule 509 is modified accordingly.  
At CN Jct., Trains and engines must not enter main track without permission from train dispatcher. After permission received, switch key controller located on signal mast must be operated to obtain proceed indication.
- d. Rules 251-254 inclusive are in effect between Still Creek and Willingdon Jct. Train movements with the current of traffic in this territory may be made without numbered clearance or train order authority.  
Movements may be made against the current of traffic without train order authority when authorized by the train dispatcher. Rule 252 is modified accordingly.

Trains and engines clearing the main track between these stations must report themselves clear to the train dispatcher and may not reenter the main track without dispatcher's permission.

## 23. Restricted Clearances —

High voltage electric wires at Still Creek and Vancouver, B.C.

Clearance from top of rail as follows:

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

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

24. Territory between PA Jct. and East switch Blaine is under jurisdiction of train dispatcher at Seattle. Territory between East switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of train dispatcher at New

Westminster, who is also the Control Operator for Townsend east. Train orders are issued by both dispatchers over the initials of Chief Dispatcher at Seattle. BN Company telephone number for New Westminster train dispatcher is 8745-254, and commercial telephone is (604) 524-6355.

## 25. Semi-Automatic Interlockings not Indicated at Station —

- a. New Westminster, 0.9 miles west  
CPR crossing ..... Crossover to waterfront track.
- b. 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.

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 CP Rail CTC control operators at Coquitlam, B.C.

Authority to release the gate lock must be obtained from the CP Rail control operators at Coquitlam. CP Rail telephone is attached to side of bungalow about 100 feet east of crossing.

## 26.

- a. Excerpts from the Uniform Code of Operating Rules BN Form 15071 are applicable to BN operations in Canada.
- b. New Westminster, radio call is CJN 253, Vancouver, CJN 282, and station name must not be used.
- c. Canadian Transport Commission (formerly The Railway Transport Commission of Canada) General Order 0-7 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.
- d. 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.

## PACIFIC DIVISION (Seattle - Vancouver Jct.)

## THIRD SUBDIVISION

## 1. Speed Restrictions —

## Maximum Speeds Permitted

Zone — Between	Passenger	Freight
Seattle and Vancouver Jct. ....	75 MPH.	60 MPH.
Seattle — King Street station, over switches .....	10 MPH.	10 MPH.
Seattle — King St. Station, and Tacoma — Union Station —		
Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds .....	5 MPH.	5 MPH.
Spokane Street interlocking .....		10 MPH.
Seattle — All street crossings in corporate limits ...	20 MPH.	20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on water- front .....	10 MPH.	10 MPH.
Except over Military Road South at MP 5.27 between Argo and South Seattle .....	40 MPH.	40 MPH.
Argo interlocking .....	30 MPH.	20 MPH.
Argo and Wabash against the current of traffic ....	59 MPH.	49 MPH.
Black River interlocking .....	60 MPH.	40 MPH.
Reservation and McCarver Street .....	30 MPH.	30 MPH.
Tacoma — Between East D Street and 21st Street ..	10 MPH.	10 MPH.
Titlow — Over 6th Avenue and 19th Street crossings	35 MPH.	35 MPH.
Steilacoom — Within corporate limits .....	50 MPH.	50 MPH.
Over Bridge 14 .....	30 MPH.	30 MPH.
Bucoda — Within corporate limits .....	65 MPH.	
Centralia, Chehalis, Castle Rock and Kalama — Within corporate limits .....	40 MPH.	40 MPH.
Napavine and Winlock — Within corporate limits ...	50 MPH.	50 MPH.
Kelso — Within corporate limits .....	40 MPH.	40 MPH.
Over Allen Street crossing .....	25 MPH.	25 MPH.
Trains or engines through No. 11 dual control switch turnouts at following locations .....	15 MPH.	15 MPH.
Centralia Center		
Centralia East		
Chehalis Jct. to Seventeenth Subdivision		
Longview Jct. West to Main 1 Siding		
Trains or engines through No. 16 turnouts at following locations .....	30 MPH.	30 MPH.
Crossover east end Ruston Tunnel.		
Crossover west end Nelson-Bennett Tunnel.		
Trains or engines through No. 20 dual control switch turnouts at following locations .....	35 MPH.	35 MPH.
Wabash	Ostrander	
Centralia West	Kelso West	
Chehalis Jct.	Longview Jct. West	
Napavine	MP 111	
Vader	Ridgefield West	
MP 85	Vancouver Jct. East	
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:		
Over Bridges 36.8 and 2.0 on West Seattle Line ....		20 MPH.

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

West Seattle Line—250-ton wrecking cranes, and engines in Groups E and I ..... Not permitted

Stacy Street Yard—Account No. 7 turnouts, engines in Groups F, G, H, and I not permitted unless authorized by yardmaster.

Chehalis West Coast Mills track, engines heavier than Group F not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

3. **Train Register Exceptions—**

Seattle—King St. Station (South Portal) freight trains register by ticket.

Auburn—Yard Office, for freight trains originating or terminating. Register will also show arrival and departure of first class trains.

Tacoma—Head of Bay Yard Office for extra trains that originate or terminate.

Reservation, UP Jct. and Centralia trains will register by register ticket.

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

**Seattle**, trains from Stacy Street yard secure clearance at Spokane Street tower which will clear trains entering 3rd Subdivision at Argo. Trains from Second Avenue yard secure clearance at South Portal tower.

**Black River Tower**, Rule 83(B) does not apply; trains from Eleventh Subdivision must secure verbal authority from train dispatcher at Tacoma before entering Third Subdivision.

Trains between Vancouver Jct. and Vancouver will operate on Pacific Division clearance and train orders.

**Vancouver Jct.**—Rule 83(B) does not apply; trains will proceed on authority of clearance under which they arrive.

Between Puyallup and Sumner and between Thomas (MP 18.5) and Argo, trains and engines must not enter the main track without permission of the train dispatcher. When authorized by the train dispatcher, movements may be made between stations within these limits in accordance with Rule 93. Train movements made against the current of traffic within these limits not authorized by form DR Train Order and not protected by yardmaster must be made with flag protection.

**Meeker**, Rule 83(B) does not apply. Trains originating must secure verbal authority from train dispatcher before entering Third Subdivision main track.

**Tacoma, Nisqually, St. Clair, Tenino Jct., and Chehalis Jct.**, Rule 83(B) does not apply.

**East Olympia**, Union Pacific trains and engines must secure verbal authority from train dispatcher before entering Third Subdivision main track.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

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

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

On West Seattle Line:

Drawbridge 36.8

Between Black River and Orillia:

UP crossing MP 9.9

Tacoma:

Between 21st Street and Union Depot

Between Halfmoon Yard and Pacific Avenue

Between Union Depot and Eleventh Street

Between Titlow and Steilacoom:

Drawbridge 14—If signal indicates STOP, a member of train or engine crew will ascertain if bridge operator on duty. If bridge unattended, further movement will be made in accordance with the second paragraph of Consolidated Code Rule 608, operating dual control derails in accordance with Consolidated Code Rule 275(A).

7. **Railroad Crossings not Indicated at Stations—**

Colorado Avenue Line:

Atlantic Street UP

Duwamish Avenue UP

Diagonal Wye, Tail Track UP

West Seattle Line:

East Marginal Way, joint track crossing

Tacoma:

Between Reservation and East 15th Street—UP

Running track to new Muni Yard—UP

8. **At Black River**—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, must notify UP Black River operator by phone so that arrangements can be made to protect movement.

9. **Yard Limits**—Continuous yard limits are in effect as follows:

Between yard limit sign west of Kent, MP 18.5 (Thomas), and east of Interbay.

Between yard limit signs east of Sumner and west of Puyallup.

Between yard limit signs east of Reservation and west of McCarver Street, and South Tacoma.

10. **At Seattle—**

- a. All trains and engines using westward or eastward main tracks between the west switch of the diagonal wye and King Street station move at reduced speed. Extra trains, or engines, may use main track with current of traffic within these limits on the time of delayed first class trains without train order authority, but must be prepared to protect immediately. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on main track before entering from yard track.

At King Street station, switch tender on duty from 7:00 A.M. to 11:00 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. Eastward extra trains via King Street tunnel must call operator at North Portal on radio for instructions before passing Holgate Street.

- b. Train, yard and engine movements between freight yard and Fifth Avenue tracks will be made via UP main track Oregon Street connection and their timetables and Special Instructions will govern.
- c. 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.
- d. At 10th Avenue S.W. and S.W. Spokane Street, all train, engine and yard movements over the crossing are to be protected by two members of the crew displaying lighted red fuses in advance of the movement. One crew member is to stand on each side of the traffic lanes on both sides of the crossing to protect against approaching vehicular traffic. Crew members will remain so positioned until the movement has passed over the crossing.
- e. **Grade Crossing Ordinances**

Section 11.66.030 of Chapter 11.66 of the Seattle ordinances provides that no person shall handle a locomotive or forwardmost car of a train, attached to a locomotive or not, on or across a public place without having stationed on or

immediately preceding such forwardmost locomotive or car one man whose sole duty shall be to give adequate warning for the safety of persons upon the public place while such operation is underway on the public place. This ordinance has been interpreted to mean that we have to have two men on the locomotive, one of whom shall be seated on the opposite side of the engineer and whose sole duty as the train approaches and crosses the crossing shall be to warn the engineer of the approach or presence of members of the public on or near the crossing.

Section 11.66.040 requiring flaggers at grade crossings provides that where the forwardmost unit of a train is a car, whether attached to a locomotive or not, and the crossing is not protected by automatic signals or gates, we are obliged to have a flagger stationed within the dedicated width of the street or alley who before and while such crossing operation is under way shall give proper warning for the safety of traffic. We are in compliance with this provision of the ordinance if the flagger goes to the crossing ahead of the movement, properly flags the crossing to get motor vehicle traffic stopped; or failing that, stops his own movement, and having ascertained that it is safe for the movement to proceed over the crossing, he can, as the lead end of the lead car enters the crossing, walk across the crossing when it is safe to do so and then board the car.

#### 11. Between Argo and Spokane Street—

Through trackage between these points is considered part of 11th Sub-division and is designated as follows:

Former Colorado Avenue Line ..... Track 1  
Former Eleventh Subdivision eastward track ..... Track 2  
Former Eleventh Subdivision westward track ..... Track 3

Before permitting movement between Argo and Spokane Street tower on these tracks control operators will confer with each other to ensure track is clear of opposing trains or engine movements.

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

#### 12. Spokane Street tower—

Following whistle signals will be used for interlocking routes when radio communication fails:

To or from Argo via Track 2 .....	3 long
To or from Argo via Track 1 .....	2 long
From West Seattle .....	1 long, 1 short
To West Seattle Line .....	1 long, 1 short, 1 long
To Interchange from Track 1 .....	2 long, 1 short
To Interchange from Tracks 2 or 3 .....	1 short, 1 long, 1 short
From Interchange to Track 1 .....	1 long, 2 short, 1 long
From Interchange to Track 2 .....	1 long, 3 short, 1 long
From Interchange to Track 3 .....	1 long, 4 short, 1 long

#### 13. Argo—

Trains from Spokane St. via Track 1 entering 11th Subdivision single track at Argo will stop on Track 1 at crossover and call operator at Argo notifying him of route desired.

The following whistle signals will be used for interlocking routes when radio communication fails:

From 3rd Sub. to Spokane St. via Track 1 .....	1 long, 1 short, 1 long
From 3rd Sub. to Spokane St. via Track 2 through Track 1 .....	1 long, 1 short
From 3rd Sub. to Duwamish Interchange via Track 1 .....	2 long
From Spokane St. to 3rd Sub. via Track 2 .....	1 long, 1 short, 1 long
through Track 1 .....	1 long, 1 short, 1 long
From Spokane St. to 11th Subdivision .....	1 long
single track .....	1 long
To Shore Line .....	2 short, 1 long
From 3rd Subdivision Westward track through crossover to 3rd .....	4 short
Subdivision Eastward track .....	4 short
From 3rd Subdivision Westward track to coal spur .....	4 short

Switch at east end of crossover just east of Argo and switch on eastward main track leading to Oregon Street Transfer are electrically locked. To operate call interlocking operator for instructions.

#### 14. Kent—

City ordinance prohibits switching operations over East Valley Highway (MP 14.1) near 212th Street between 6:30 A.M. and 9:00 A.M. and between 3:00 P.M. and 6:00 P.M.; the storage of cars; the stopping of cars during switching operations; the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

#### 15. Auburn—

All eastward trains waiting for trains operating to and from the Fourth Subdivision, and all trains doing station work at Auburn, must stop clear of the H&R crossover at the east end of Auburn yard in order to avoid blocking switch crews using this crossover.

Highway signals at Main Street crossing are not connected with team track lead and operate only with train movements on main tracks.

#### 16. Puyallup—

Westward movements on third main may not activate crossing signal at Fifth Street. Flag by hand if necessary.

#### 17. Tacoma—

Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching crossings, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

During switching operations when visibility is restricted due to weather, flagmen must use flares at grade crossing not protected by flashing lights, bell signals or traffic signals, and at the following specific intersections:

1. East 11th and Canal Streets
2. East 11th Street and St. Paul Lumber Mill
3. Puyallup Avenue and East K Street

Except for through trains in motion, trains or switching movements are not permitted to block the following crossings for in excess of 4 consecutive minutes:

- |                     |                       |
|---------------------|-----------------------|
| 1. Canal Street     | 12. East 11th Street  |
| 2. Lincoln Avenue   | 13. East 15th Street  |
| 3. McCarver Street  | 14. South 15th Street |
| 4. McKinley Avenue  | 15. South 17th Street |
| 5. Pacific Avenue   | 16. South 19th Street |
| 6. Pine Street      | 17. South 21st Street |
| 7. Puyallup Avenue  | 18. South 23rd Street |
| 8. Ruston Way       | 19. South 25th Street |
| 9. St. Paul Avenue  | 20. South 56th Street |
| 10. Wilkeson Street | 21. South 74th Street |
| 11. East D Street   |                       |

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

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

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

#### 18. UP Jct.—

Following whistle signals will be used for interlocking routes:

Eastward trains, eastward track .....	1 long
To Union Station .....	2 longs
To UP yard .....	3 longs
Eastward trains from 5th Subdivision:	
To Half Moon yard .....	1 short, 1 long

#### 19. West Tacoma—

Normal position of switch leading from set out track to Boise Cascade Paper tracks is for paper tracks and must be left in this position to serve as derail.

20. **Nisqually**—Trains from Fifth Subdivision must not enter Third Subdivision until authority is received from train dispatcher and may run as extra trains with the current of traffic Nisqually to CTC Wabash or to Tacoma without train order authority.
21. **St. Clair**—Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from train dispatcher and may run as eastward extra trains with the current of traffic St. Clair to Tacoma without train order authority.
22. Two main tracks are in service in CTC territory between Wabash and Vancouver Jct., and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver Street and Titlow.  
No. 1 Main Track is the right hand track moving westward.  
No. 2 Main Track is the right hand track moving eastward.
23. In CTC territory—The following switches are not equipped with electric lock and Rule 268(A) applies:
- Main 2—MP 54.3—Centralia—Nesters spur  
Main 1—MP 54.4—Centralia—Hardell Plywood spur  
Main 2—MP 55.0—Centralia—Union Oil spur  
Main 2—MP 58.1—Chehalis—Darigold spur  
Main 1—MP 71.4—Winlock—Berry spur  
Main 1—MP 72.2—Winlock—Union Oil spur  
Main 2—MP 96.8—Kelso—Stock track  
Main 2—MP 96.7—Kelso—Team track  
Main 2—MP 115.7—Woodland—Down River Forest Products  
Main 2—MP 116.5—Woodland—House track, east and west end.

**PACIFIC DIVISION**  
(Yakima - Auburn)

**FOURTH SUBDIVISION**

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Yakima and Auburn .....	75 MPH.	50 MPH.
Yakima and MP 16 .....	70 MPH.	50 MPH.
Selah—Within corporate limits .....	40 MPH.	40 MPH.
Ellensburg—Within corporate limits .....	50 MPH.	35 MPH.
Cle Elum over crossing west of Depot .....	25 MPH.	25 MPH.
Easton and Cabin Creek .....	60 MPH.	
Cabin Creek and Lester .....	30 MPH.	20 MPH.
Lester—Movements over Loop Track .....		5 MPH.
Lester and MP 82 (Kanaskat) .....	60 MPH.	50 MPH.
MP 82 and MP 102 (East of Auburn) .....	70 MPH.	50 MPH.
MP 102 and MP 103 (East Auburn) .....	60 MPH.	50 MPH.
2. <b>Bridge, Engine and Heavy Car Restrictions—</b>		
Engines heavier than Group F not permitted on Loop Track at Lester, Wye track at Easton and Ellensburg.		
Cabin Creek—Engines switching industrial spur are limited to 2 units.		

Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

3. **Train Register Exceptions—**  
Auburn Yard—For freight trains originating and terminating.  
Kanaskat, Palmer Jct., Lester and Cle Elum—Trains will register when instructed to do so by train order.  
Ellensburg—Register in passenger station to be used by crews originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Ellensburg, first class trains must secure clearance.  
Palmer Jct., Rule 83(B) does not apply.
5. **Rule 99—** When flagging is required, distance will be 2.5 miles.
6. **Between Stampede and Martin—**  
CTC is controlled by operator, Easton under jurisdiction of dispatcher, Tacoma.  
Employees must not enter tunnels between Martin and Stampede unless authorized by the control operator. Before authorizing occupancy of the tunnels, the control operator must reverse and block the tunnel lever in the control machine and specify the time limit authority. After tunnels have been cleared, employee to whom authority was granted must promptly advise control operator, who must then restore the tunnel lever in control machine to normal position.  
A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the control operator at Easton must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.  
Sam spur switch at MP 49.2 east of Stampede is equipped with an electric lock and release of lock is controlled by control operator at Easton.  
At Martin—Dragging equipment detector at MP 46.6: Westward trains receiving solid white light must notify operator Easton.
7. **Mountain Grade Operation—**  
Air brake and train handling rules for mountain grade operation apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2% and between Martin and Easton ruling grade descending east 2.2%.
8. **Sidings—**  
Cle Elum—No 1 track between crossover opposite passenger station and first crossover east is eastward siding. Track between crossover west of county road crossing to extreme west switch, on north side, is westward siding.  
Ellensburg—No. 1 track in east yard (east of Fifth Street) will be used as westward siding, and No. 1 track in west yard (west of Fifth Street) will be used as eastward siding. The normal position of switches of connecting track between west No. 1 and east No. 1 tracks is for the connecting track and must be left in normal position after being used.  
Pomona—North siding is eastward, south siding is westward.
9. **Auburn—**  
Train and engine movements will be governed by Rules 261 through 264 between the west switch at East Auburn and the junction at Auburn, and between the west switch at East Auburn and Auburn Yard.

Westward train and engine movements will be governed by westward block signal at the west switch of East Auburn.

Eastward train and engine movements will be governed by eastward block signal located 309 feet east of Fourth Subdivision junction switch.

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

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

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

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

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

At Auburn, Third Subdivision instructions govern.

**10. Ravensdale—**

When cars are set out on siding west switch must be lined for Henrys to serve as derail.

**11. Kanaskat—**

West car set out on Tracks 2, 3, and 4 and on west leg of wye must have metal chocks placed under wheels. Chocks must be replaced after switching is done on these tracks.

**12. Lester—**

Semi-automatic interlocking in service at East Switch of siding. Rule 605(A) governs. Dispatcher's phone located inside bungalow door at east end of building.

The signals and semi-automatic switch for entering and leaving siding are actuated by inserting switch key into control box mounted on signal mast and turning clockwise.

If signals do not clear when actuated, and after permission has been received to pass a Stop signal at this location, before proceeding the semi-automatic switch must be operated in accordance with Consolidated Code Rule 275(a) even though lined for desired route.

**13. Between Cabin Creek and Easton—**

Continuous yard limits are in effect between yard limit signs east of Easton and at MP 41.5 west of Cabin Creek.

**14. At Easton—** Normal position of switch leading from east end of west No. 2 track to former eastward main track is for west No. 2 track and must be left lined for No. 2 track when not in use.

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

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

**17. Handling 80 Foot or Longer Cars—**

(See All Subdivisions Special Instructions, Items 3 and 4.)

**Between Easton and Lester—**

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

**18. Track between Henrys and Black Diamond is out of service.**

**19. Trailing Tonnage Restrictions—**

(See items 2 and 3, All Subdivisions.)

**Between Easton and Lester—**

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

**PACIFIC DIVISION**

(UP Jct. - Tenino Jct.)

(Lakeview - Nisqually)

**FIFTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
UP Jct. and Tenino Jct. ....	25 MPH.
Lakeview and Nisqually .....	25 MPH.
Between UP Jct. and South Tacoma—	
Between 15th Street and Commerce St. ....	5 MPH.
Between Wilkeson Street and Commerce Street on descend- ing grade .....	15 MPH.
Between MP 1.8 and MP 2.3 .....	10 MPH.
Over Pine Street .....	25 MPH.
Over 35th Street .....	20 MPH.
At McChord Field and Mobase— On government tracks .....	10 MPH.
At Roy— Within corporate limits .....	25 MPH.
At DuPont— With corporate limits .....	20 MPH.
At Fort Lewis— Over Dupont highway public crossing MP 7.5 ..	5 MPH.
Item 1A, All Subdivisions, applies.	

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

At McChord Field, Engines must not go beyond derail of McChord Field track connections.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—**

At UP Jct. trains register by ticket.

At Fort Lewis and Lakeview, trains will register when instructed to do so by train order.

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

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

5. **Rule 99**—Unless otherwise provided protection against following trains is not necessary. When required to flag distance will be 1.0 mile.

6. **Yard Limits**—Continuous Yard Limits in effect as follows:

—Between yard limit signs east of Reservation and west of McCarver Street and South Tacoma.

—Between the yard limit signs east of Lakeview and west of Tillicum.

7. **Mountain Grade Operation**—

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

8. **Between UP Jct. and South Tacoma**—All train, engine and yard movements must be authorized by the operator UP Jct. after ascertaining there are no conflicting movements.

9. **Lakeview**—Normal position of junction switch is for South Tacoma-Tenino Jct. line.

10. **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 Ordnance Depot will be kept locked at all times with switch lock.

11. **Between Hillhurst and Roy**—U.S. Army has gun emplacements in the area east of track, with firing to be over main track.

When firing is in progress, Army guards will be stationed at the following locations:

MP 15.2	MP 17.6
MP 17	MP 19.8

On the approach of train or track car, guards will immediately arrange for firing to cease and allow train and/or track car to pass through normally.

12. **At Wetico**—

Account log loading operations, expect to find cars blocking main track and switch lined for Weyerhaeuser (CW) interchange track.

13. **Between Lakeview and Fort Lewis**—

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

15. **Handling 80 Foot or Longer Cars**—

(See All Subdivision Special Instructions, Items 3 and 4.)

**PACIFIC DIVISION**

(Saint Clair - Gate)

**SIXTH SUBDIVISION**

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Saint Clair and Gate .....	25 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.
Except switch moves at street intersections .....	5 MPH.

Item 1A, All Subdivisions, applies.

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

250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch, at Olympia.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	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. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 mile.

6. **At Olympia**—

Movements through Tunnel District are governed by color light type automatic signals as follows:

Westward signal 8.7 located 1750 feet east of MP 9.

Westward signal 9.3 located 275 feet east of tunnel.

Eastward signal 9.4 located 275 feet west of tunnel.

Eastward signal located between main track and siding, 275 feet west of tunnel, normal indication stop, governs eastward movements from siding to main track. Switch of siding must be lined for main track before signal will indicate proceed. Before opening switch of siding, eastward trains or engines from siding must have proceed indication from signal 9.4.

Trains or engines from Jefferson Street Line, in addition to having proceed indication from signal 9.3 before opening main track switch, must comply with the provisions of Rule 513.

Westward trains finding signal 9.3 and eastward trains finding signal 9.4 or eastward signal located between main track and siding in stop position may proceed through tunnel only under protection of flag.

Connection leading from Jefferson Street spur to UP scale track, at Eighth Street, just east of tunnel, has no clearance with the 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.

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 State Avenue
Legion Way	Columbia Street at West Seventh
East Fourth Avenue	
- j. No public road or street crossing may be blocked to vehicular traffic by any standing engine, car or train during the hours prescribed in paragraph i above.
- k. No car may be left standing on any track within 25 feet of a street right-of-way line, except on spurs or sidings serving industries.

7. **Lacey**—City ordinance prohibits blocking grade crossings in excess of five consecutive minutes.

8. **Handling 80 Foot or Longer Cars—**

(See All Subdivision Special Instructions, Items 3 and 4.)

Minimum coupled length 38 feet	220,000 lbs.
Minimum coupled length 44 feet	263,000 lbs.

3. **Train Register Exceptions—**

At Bromart, trains will register when instructed to do so by train order.

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

At Snohomish Jct. West, Snohomish Jct. East, Woodinville, and Renton, Rule 83(B) does not apply.

5. **Rule 99—**When flagging is required distance will be 1.0 mile.

6. **Yard Limits—**

Continuous yard limits are in effect between yard limits east of Scopa and west of Renton.

7. **At Renton**, city ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, will not leave Scopa until authorized by operator, Renton.

8. **At Bellevue**—Do not leave cars between main track and gate at Safeway spur account descending track.

No switching is permitted on or across N.E. 8th between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. except on Sundays and legal holidays.

No side clearance to doors 1 and 2 at Safeway Warehouse.

9. **At Woodinville**—Normal position of junction switch is for Seventh Subdivision.

10. **At Bromart**—Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.

11. **At Snohomish**, all train and engine movements over Avenue "D" on Bonneville Power Spur must be protected by two members of the train crew displaying lighted red fuses on both sides of the crossing until the train or engine movement has passed over the crossing.

12. **Handling 80 Foot or Longer Cars—**

(See All Subdivision Special Instructions, Items 3 and 4.)

**PACIFIC DIVISION**

(Snohomish Jct. East/Snohomish Jct. West - Renton)

**SEVENTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Renton and Scopa	10 MPH.
Scopa and Bromart	25 MPH.
Bromart and Snohomish Jct. West	10 MPH.
Bromart and Snohomish Jct. East	10 MPH.

Item 1A, All Subdivisions, applies, except between MP 25 (Woodinville) and MP 37 (Bromart).

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

Group I engines and 250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

**PACIFIC DIVISION**

(Woodinville - Issaquah)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Woodinville and Issaquah	25 MPH.
Near Issaquah, over public crossing MP 18.2	10 MPH.
At Issaquah, within corporate limits	15 MPH.

Item 1A, All Subdivisions, applies.

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

Engines in Groups E and I and 250-ton wrecking derricks not permitted.  
Engines in Groups F, G, and H restricted to one unit only.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—**None.

**4. Clearance Provisions and Exceptions Rule 83(B)—**None.

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

**6. Issaquah—**Front Street crossing must be protected by flagman before crossing is occupied.

**PACIFIC DIVISION**

(Darrington - Kruse Jct.)

**NINTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Kruse Jct. and Darrington .....	25 MPH.
Engines heavier than Group F and 150 ton wrecking cranes over Bridge 10 .....	10 MPH.
Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 61.1 .....	10 MPH.

Item 1A, All Subdivisions, applies.

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

Group I engines and 250-ton wrecking derricks ..... Not Permitted  
Over Bridge 10, cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—**None.

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

At Kruse Jct., Rule 83(B) does not apply.

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

**PACIFIC DIVISION**

(Concrete - Anacortes)

**TENTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Anacortes and Burlington .....	25 MPH.
Burlington and Sedro Woolley .....	35 MPH.
Sedro Woolley and Concrete .....	25 MPH.
Bridge 12, Whitney .....	10 MPH.
Sedro Woolley—Connecting track to Fourteenth Subdivision ..	5 MPH.

Item 1A, All Subdivisions, applies.

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

Engines heavier than Group E, and 250-ton wrecking derricks, not permitted between Concrete and Sedro Woolley.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—**

Burlington—Register for trains originating or terminating.

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

Clearance received at MVB station will clear trains at Burlington.

Sedro Woolley—Rule 83(B) does not apply.

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

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

Drawbridge 12—One mile west of Whitney.

**7. Whitney—**All train, engine and switching movements on the siding crossing the LaConner to Whitney Road must be protected by a flagman on the ground at the crossing.

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

## ELEVENTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Snoqualmie Falls and Cedar Falls .....	10 MPH.
Cedar Falls and Maple Valley .....	10 MPH.
Maple Valley and Spokane St./Stacy St. Yard .....	25 MPH.
Renton, over all street crossings .....	10 MPH.
Argo and Stacy St. Yard, over all street crossings in corporate limits of Seattle .....	20 MPH.
Spokane Street interlocking .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Groups E, F, G, H, and I engines, and 250-ton wrecking derricks, not permitted without authority of Superintendent.

### 3. Train Register Exceptions—

Black River and Renton—Trains may register by ticket.  
Spokane St./Stacy St. Yard—Register in yard office.

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

Argo, Rule 83(B) does not apply to trains from 3rd Subdivision to Spokane St. Trains from Stacy St. Yard will secure clearance at Spokane St. which will clear train entering 3rd Subdivision at Argo.

Renton, Rule 83(B) does not apply to trains from the Seventh Subdivision.  
Snoqualmie Falls, Rule 83(B) does not apply.

### 5. Rule 99—Unless otherwise provided, protection against following trains is not required between Snoqualmie Falls and Renton.

When flagging is required, distance will be 1 mile.

### 6. Spring Switches—Not equipped with facing point locks.

Renton, End of double track (normally set for westward track).  
Renton, Seventh Subdivision junction switch (normally set for Maple Valley line).

### 7. Crossovers on Double Track not Otherwise Indicated in Time Table—

Facing Point  
Black River, MP 10.1  
Black River, MP 11.1

### 8. Between Cabin Creek and Cedar Falls—Track is out of service.

### 9. Cedar Falls—Normal position of west siding switch is for Snoqualmie Falls line.

### 10. Renton—

- a. The signal governing movements from Seventh Subdivision will normally display an approach aspect. If signal displays a stop aspect, a member of the crew must immediately communicate with the train dispatcher at Tacoma in accordance with Rule 509.
- b. Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes. Westward trains from the Seventh

Subdivision between hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, will not leave Scopa until authorized by operator, Renton.

- c. 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.

### 11. Black River—

- a. Trains from Third Subdivision must secure verbal authority from train dispatcher at Tacoma before entering Eleventh Subdivision.

#### b. Whistle signals:

Eleventh Subdivision main tracks—One Long.

Diverging routes except UP interchange track—One Long, One Short, One Long.

UP interchange track—One Long, Two Short, One Long.

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

### 12. Between Black River and Argo—

Yard engines and extra trains must secure verbal authority from train dispatcher, Tacoma use main track within Seattle yard limits east of Argo.

### 13. Between Argo and Spokane Street—

Through trackage between these points is considered part of the Eleventh Subdivision and is designated as follows:

Former Colorado Avenue Line .....	Track 1
Former Eleventh Subdivision eastward track .....	Track 2
Former Eleventh Subdivision westward track .....	Track 3

Before permitting movement between Argo and Spokane Street tower on these tracks control operators will confer with each other to ensure track is clear of opposing trains or engine movements.

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

### 14. Argo—

Trains from Spokane St. via Track 1 entering Eleventh Subdivision single track at Argo will stop on Track 1 at crossover and call operator at Argo notifying him of route desired.

The following whistle signals will be used for interlocking routes when radio communication fails:

From Spokane St. to 3rd Subdivision Track 2 through	
Track 1 .....	1 long, 1 short, 1 long
From Spokane St. to 11th Subdivision single track .....	1 long
To Shore Line .....	2 short, 1 long

### 15. Spokane Street tower—

Following whistle signals will be used for interlocking routes, when radio communication fails:

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

### 16. Seattle—

Grade crossing ordinances—Be governed by 3rd Subdivision Item 10e.

**PACIFIC DIVISION**  
(Palmer Jct. - Meeker)  
(Carbonado - Cascade Jct.)  
(Lake Kapowsin - Orting)

## TWELFTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Palmer Jct. and Meeker .....	25 MPH.
Cascade Jct. and Wilkeson—	
Trains handling wrecking derricks or locomotive cranes .....	10 MPH.
Other trains .....	20 MPH.
Orting and Lake Kapowsin—	
Orting and MP 8 .....	10 MPH.
Trains handling wrecking derricks or locomotive cranes .....	10 MPH.
Orting within corporate limits .....	20 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 200,000 lbs. when coupled in groups two or more.	
Over Bridge 16, Buckley Line .....	20 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Between Wilkeson and Cascade Jct.:

Engines in Group E restricted to one unit.	
Engines in Groups F, G, H, I, and 250-ton wrecking derricks .....	Not permitted

Between Lake Kapowsin and Orting:

Engines in Group C restricted to one unit.	
Engines in Groups E, F, G, H, I and 250-ton wrecking derricks .....	Not permitted

### 3. Train Register Exceptions—

Palmer Jct.—Trains will register when instructed to do so by train order.

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

Meeker and Palmer Jct.—Rule 83(B) does not apply.

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

### 6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between—

MP 14.1 west of Buckley and Cascade Jct. ruling grade descending west 1.7%.

Wilkeson and Cascade Jct. ruling grade descending west 2.2%.

MP 8.4 and MP 6.2 between Lake Kapowsin and Orting ruling grade descending west 1.9%.

### 7. Derails—At Wilkeson on main track 1051 feet west of east switch of siding.

### 8. Enumclaw—

All movements of engines and cars over highway crossing on track between BN and Weyerhaeuser Company's tracks must be protected by flagman

### 9. Between Wilkeson and Carbonado track is out of service.

Between Orting and Lake Kapowsin track between MP 8 and Lake Kapowsin is out of service.

### 10. Orting—Normal position of the junction switch is for the Lake Kapowsin line.

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

(See All Subdivision Special Instructions, Items 3 and 4.)

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

## THIRTEENTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Cle Elum and Ronald .....	20 MPH.
Cle Elum, within corporate limits .....	10 MPH.
Roslyn, within corporate limits .....	5 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Groups F, G, H, and I and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

### 3. Train Register Exceptions—

Cle Elum—Trains will register when instructed to do so by train order.

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

Cle Elum—Rule 83(B) does not apply.

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

### 6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between Cle Elum and MP 4.2. Ruling grade descending east: 2.2%.

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

(See All Subdivision Special Instructions, Items 3 and 4.)

**PACIFIC DIVISION**

(Sumas - Sedro Woolley)

**FOURTEENTH SUBDIVISION****1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Sedro Woolley and Wickersham (MP 99.4) .....	20 MPH.
Wickersham and Sumas .....	40 MPH.
Sumas, within corporate limits .....	25 MPH.
Sedro Woolley connecting track to Tenth Subdivision .....	5 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more over Bridge 110 .....	10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Group I engines and 250-ton wrecking derricks not permitted without authority of Superintendent.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions — None.****4. Clearance Provisions and Exceptions Rule 83(B) —**

Sedro Woolley — Rule 83(B) does not apply.

**5. Rule 99 —** When flagging is required, distance will be 1.5 mile.**6. Sedro Woolley —** Normal position of the junction switch will be from the Fourteenth to the Tenth Subdivision.

Centralia, over streets within corporate limits .....	30 MPH.
Blakeslee Jct., over UP and former MILW crossings .....	15 MPH.
Oakville, Elma, Montesano, Hoquiam, within corporate limits ..	30 MPH.
Between Cosmopolis and Markham over bridges .....	10 MPH.
Diesel units heavier than Group E and 250 ton wrecking cranes:	
Over Bridge 91.1 near Copalis .....	10 MPH.
Over Bridge 2 near South Aberdeen Jct. ....	10 MPH.

**Aberdeen —**

Over streets and crossings .....	10 MPH.
Within corporate limits, elsewhere .....	20 MPH.

Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. singly or in groups of 2 or more:

Over Bridge 46 near Ventron .....	20 MPH.
Over Bridge 3.2, Horn Track, Hoquiam .....	10 MPH.

Cars over 40 feet long and weighing between 220,000 and 263,000 lbs.:

Over Bridges 1 on eastward track, and 12.1 between Centralia and Gate .....	20 MPH.
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Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

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

250-ton wrecking derricks and engines in Groups E, F, G, H, and I:

Between Cosmopolis and Markham .....

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Over Bridges 91.1 and 94 between Aberdeen and Moclips, cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. must be separated from engine, and each other by a car weighing less than 177,000 lbs.

**3. Train Register Exceptions —**

Elma — Trains will register when instructed by train order.

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

Hoquiam — All trains must secure clearance.

**5. Rule 99 —** When flagging is required, distance will be 1.5 mile, except 1.0 mile between MP 59 and Aloha and between Cosmopolis and Markham.**6. Centralia-Blakeslee Jct., double track.**

UP main track designated westward track.

BN main track designated eastward track.

**7. Blakeslee Jct. Interlocking —**

Normal position of connection switches from westward track to BN main track:

West (spring) switch for BN.  
East (hand throw) switch for connection.

From eastward track to UP main track:

West (spring) switch for connection.  
East (spring) switch for eastward track.

**8. Railroad Crossings, Interlockings and Drawbridges not Indicated at Station —**

Aberdeen — Drawbridge 68, Wishkah River, interlocked.

Hoquiam — Drawbridge 72.2, Hoquiam River, interlocked.  
— Drawbridge 3.2, Horn Track.

**PACIFIC DIVISION**

(Centralia - Aloha)

(Cosmopolis - Markham)

**FIFTEENTH SUBDIVISION****1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Centralia and MP 59 (West of Montesano) .....	40 MPH.
MP 59 and Hoquiam .....	25 MPH.
Hoquiam and Aloha .....	20 MPH.
South Aberdeen and MP 6 .....	25 MPH.
MP 6 and Markham .....	10 MPH.
South Aberdeen and Cosmopolis .....	10 MPH.
Markham and Cosmopolis, trains handling wrecking cranes, pile drivers or locomotive cranes .....	10 MPH.

9. **Hoquiam**—Trains must not pass over Drawbridge 3.2 on Horn Track until proceed signal is given by bridge tender, using yellow flag by day and yellow light by night.
10. **Aberdeen**—Westward trains will stop east of Fleet Street when Wishkah River drawbridge signals do not indicate route is clear. When signals do not indicate route is clear a member of the crew will contact Hoquiam Yard by radio and the Yard Office will notify the bridge tender by telephone of the intended movement.
11. **Between Hoquiam and Aberdeen**—Trains operating against the current of traffic must stop and flag crossings at West State Street, West Heron Street and Ontario Street before occupying the crossings.
12. **Cosmopolis**—On Weyerhaeuser tracks both chlorine spurs have derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.
13. **Montesano**—Loading equipment on house track west of Main Street crossing close clearance. Know safe before passing.
14. **Elma**—Normal position of crossover switch at east leg of wye is for the Sixteenth Subdivision.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

3. **Train Register Exceptions**—  
Shelton and Bremerton—Trains will register when instructed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 mile.
6. **Railroad Crossings not Indicated at Station**—  
Between Shelton and Bayshore, Simpson Timber Co., 200 feet east of Government railroad connection.
7. **Bayshore**—  
Due to excessive curvature, cars exceeding 50 feet in length must not be handled on Port of Shelton spur tracks Nos. 1, 2 and 3. Crews will leave such cars on port track lead just west of Bonneville Road crossing. Single unit engines only may be used on Tracks 1, 2 and 3.
8. **McCleary Jct.**—BN trains using wye or main track between McCleary Jct. and McCleary, will protect against Simpson Timber Company's switch movements.
9. **Elma**—Normal position of crossover switch at east leg of wye is for the Sixteenth Subdivision.
10. **Handling 80 Foot or Longer Cars**—  
All 80 foot or longer cars will be handled on rear of train.

## PACIFIC DIVISION

(Bangor - Elma)

(Bremerton - Bremerton Jct.)

### SIXTEENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Bangor, Bremerton and Marmac .....	25 MPH.
Marmac and Stimson .....	20 MPH.
Stimson and Elma .....	25 MPH.
Cars under 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:	
Over Bridges 1 and 17 .....	20 MPH.
Over Bridge 9 .....	10 MPH.
Cars over 40 feet long and weighing between 220,000 lbs. and 263,000 lbs. when coupled in groups of two or more:	
Over Bridge 9 .....	20 MPH.
Diesel units heavier than Group E over Bridge 9 .....	10 MPH.
Item 1A, All Subdivisions, applies except between MP 10 (Stimson) and MP 14.5 (Marmac).	

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

Engines in Groups F, G, H, I, and 250-ton wrecking derricks between McCleary Jct. and McCleary ..... Not Permitted

## PACIFIC DIVISION

(Chehalis Jct. - South Bend)

### SEVENTEENTH SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Chehalis Jct. and Raymond .....	40 MPH.
Raymond and South Bend .....	10 MPH.
Cars over 40 feet long weighing between 220,000 lbs. and 263,000 lbs.:	
Over Bridges 0, 2, 5, and 37 .....	10 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more:	
Over Bridge 38 .....	20 MPH.
Over Bridges 0, 2, 5 and 37 .....	10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH. and 21 MPH.	

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

Engines in Groups E, F, G, H, and I, and 250-ton wrecking derricks  
 ..... Not Permitted

Cars heavier than the following, for minimum length shown, not permitted  
 without authority of Superintendent:

Minimum coupled length 38 feet ..... 220,000 lbs.  
 Minimum coupled length 44 feet ..... 263,000 lbs.

**3. Train Register Exceptions—**

Chehalis Jct. and Raymond—Trains will register when instructed to do so  
 by train order.

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

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

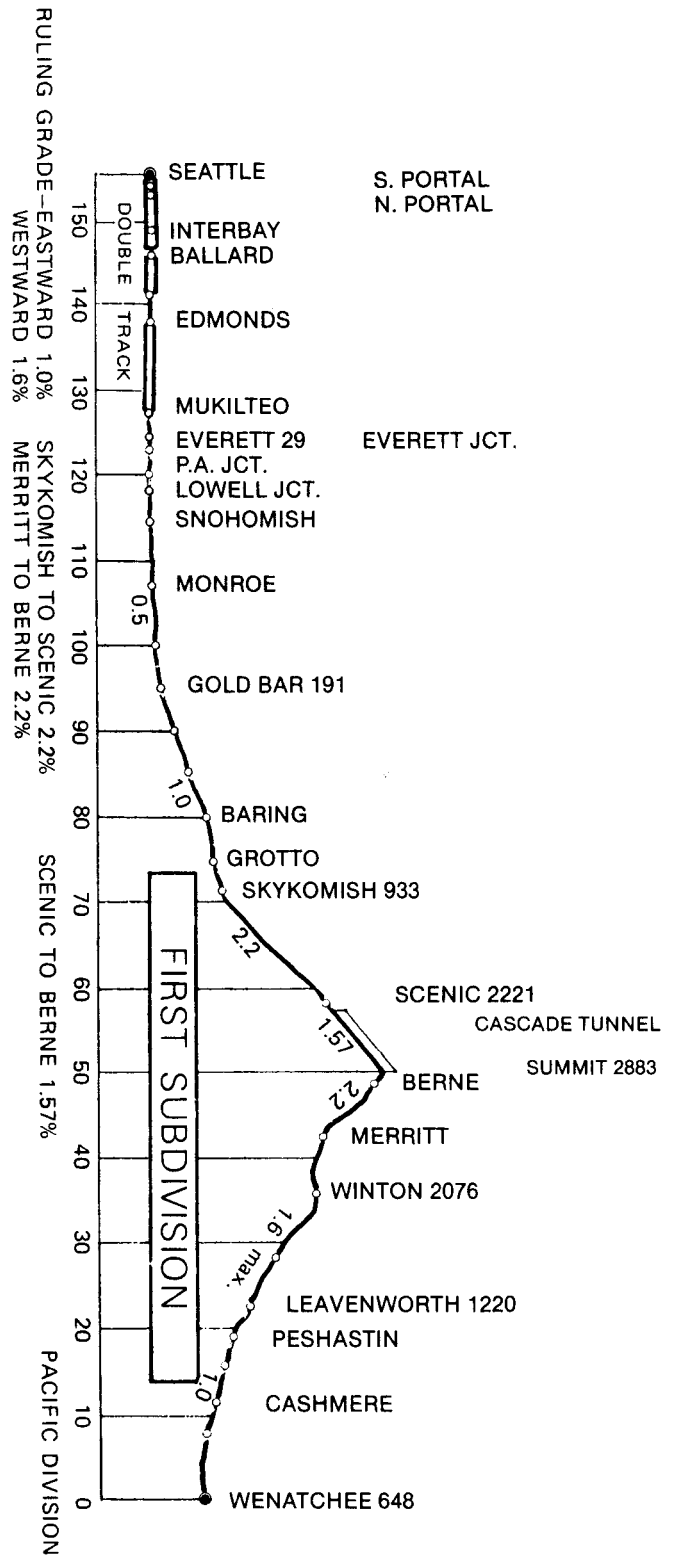
**5. Rule 99—** When flagging is required, distance will be 1.5 miles, except 0.5  
 mile between Raymond and South Bend.

**6. Automatic Interlocking and Drawbridges not Indicated at Station—**

Between Raymond and South Bend—Drawbridge 53, Willapa River.  
 Trains will not proceed over bridge until proceed signal is given by bridge  
 tender using yellow flag by day and yellow light by night.

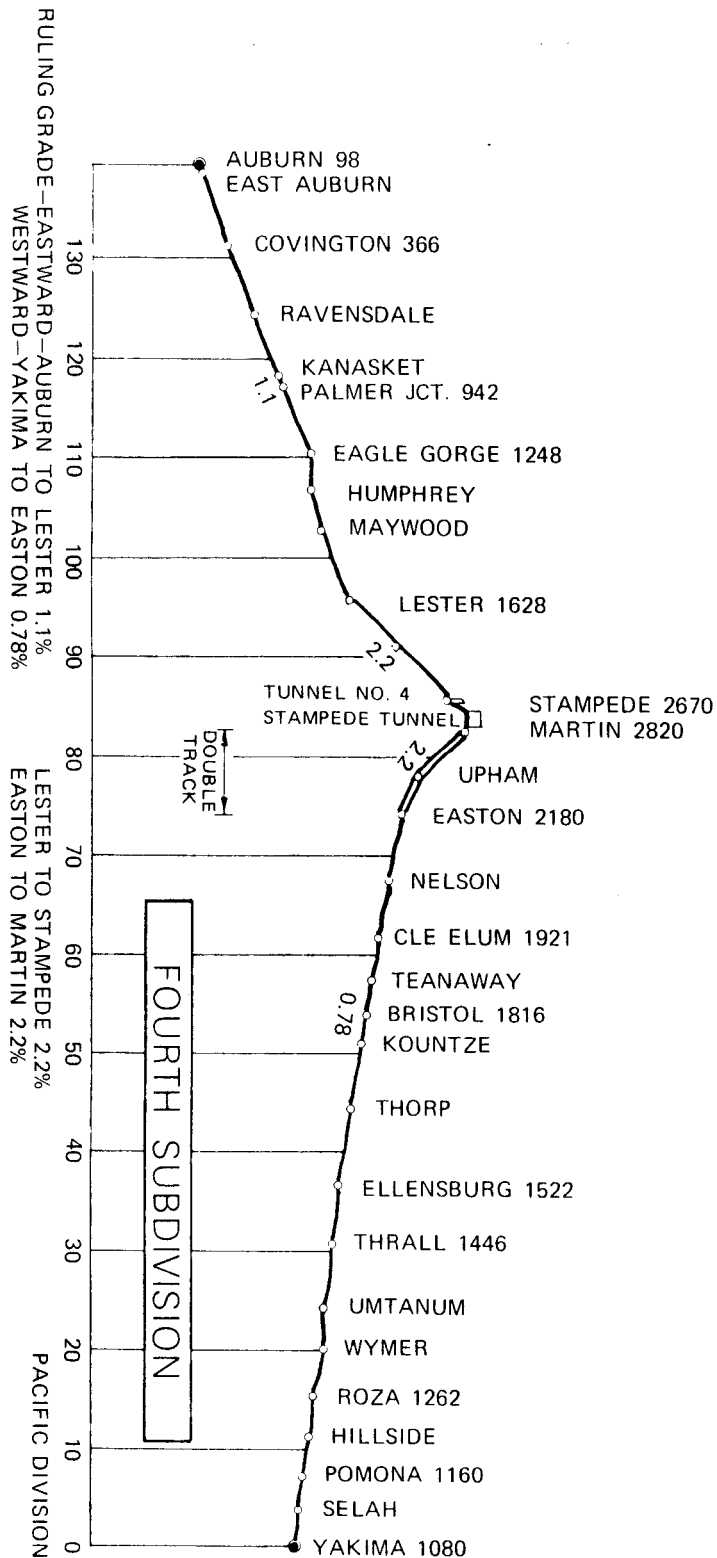
**7. Handling 80 Foot or Longer Cars—**

All cars 80 foot or longer must be handled on rear of train.



**PORTLAND DIVISION**  
(Cheney - Yakima)

**FIRST SUBDIVISION**



**1. Speed Restrictions—**

**Maximum Speeds Permitted**

Zone—Between	Passenger	Freight
Cheney and Yakima except as indicated below	79 MPH.	
MP 41 and MP 49 (between Sprague and Keystone)	60 MPH.	
MP 79 and MP 115 (between Paha and Cactus)	60 MPH.	
MP 21 and MP 35 (between Badger and Gibbon)	60 MPH.	
MP 88 and MP 90 (between Union Gap and Yakima)	60 MPH.	
At UP crossing—Interlocking (between Parker and Union Gap)	60 MPH.	
On Government Railroad Richland Jct—North Richland		25 MPH.
Trains must not exceed speeds indicated through the following dual control switch turnouts:		

**Pasco—**

MP 140.7	15 MPH.	15 MPH.
MP 142.3	15 MPH.	15 MPH.
MP 142.7	15 MPH.	15 MPH.
Depot interlocking	15 MPH.	15 MPH.
End of double track east end Bridge 1.0	30 MPH.	30 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet	220,000 lbs.
Minimum coupled length 44 feet	263,000 lbs.
Minimum coupled length 52 feet	315,000 lbs.

**3. Train Register Exceptions—**

Pasco yard and Yakima yard for trains originating or terminating only.  
Pasco and Yakima passenger stations for first class trains and trains originating or terminating.  
Gibbon and Parker, trains will register only when directed by train order to do so.  
Mesa, register only for trains to or from Tenth Subdivision.  
At Kennewick on return movement from Richland Jct. will register by ticket at BN station or with UP operator at Kennewick.

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

Mesa, SP&S Jct., Gibbon and Parker—Rule 83(B) does not apply.  
Pasco depot first class trains secure clearance.  
All trains secure Portland Division clearance at Spokane or Yardley to apply at Cheney; except a second clearance will be secured at Cheney if the train order signal is displayed in a "19" or "Stop" position.  
Trains destined Spokane Division must obtain such clearance at Pasco, which will clear train at Cheney, except a second clearance will be secured at Cheney if the train order signal is displayed in a "19" or "Stop" position.

**5. Rule 99—** When flagging is required, distance will be 2.5 miles.

**6. Between Glade and Kennewick—** Between west switch Glade and Pasco and between Pasco and east switch Kennewick Rules 261-264 inclusive are in effect. Controlled signals are under jurisdiction of operators at Pasco yard and passenger station. Train order or numbered clearance authority not required for extra trains.

A proceed indication displayed for a westward train on signal 137.5 at Glade or a proceed indication on signal 34 at Kennewick for an eastward train permits such trains to proceed on main track to switch at leaving end of siding unless required by train order or instructions from dispatcher to take siding.

7. **Pasco**—On double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.

8. **Between Kennewick and North Richland**—

a. Trains operating over Union Pacific tracks between UP connection at Kennewick and Richland Jct. will be governed by Union Pacific Time Table and Consolidated Code Rules. Train orders authorizing their movement will be secured from UP operator at Kennewick.

b. Between Richland Junction and yard limit sign on Government trackage at MP 43.8 movement of trains and engines is governed by staff system.

Dividend staff, lettered "A" and "B", will be used and staff boxes are located at Richland Junction and at MP 43.8.

When only one train movement is to be made in the staff limits, dispatcher will notify the crew and that crew must have both staffs "A" and "B" in their possession and retain them for the round trip.

When two trains are to be run in these limits, the first train must not enter the staff limits until it has been ascertained that both staffs are in box at that point, and has taken staff "A" for their movement. Second train entering staff limits must have staff "B" in their possession.

After moving through the staff limits, both staffs must be left in staff box. Staff box must be left locked at all times.

Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Junction, and indicate staff used, either "A" or "B" or both.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government dispatcher. When two trains are run, the first train arriving at interchange yard must remain at that point until the second train arrives.

9. **Between Gibbon and Parker**—Extra trains will run via First Subdivision unless otherwise instructed by train order.

10. **Yakima**—Normal position of switch leading to siding extending between east end of Yakima yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

Trains entering or leaving tracks 2, 3, 4 and 5 will observe to see crossing arms at Meade Avenue are in stop position for highway traffic before fouling crossing.

11. **Sidings**—

Connell: North siding is eastward; south siding is westward.  
Mabton: North siding is eastward, south siding is westward.  
Toppenish: North siding is westward, south siding is eastward.  
Wapato: North siding is eastward, south siding is westward.

12. **Automatic Interlockings not Indicated at Stations**—

Parker, UP Crossing 0.5 miles west.

13. **Manual Interlockings not Indicated at Stations**—

Between Pasco and SPS Jct., Bridge 1.0, lift span.

**PORTLAND DIVISION**

(SP&S Jct. - Vancouver)

**SECOND SUBDIVISION**

1. **Speed Restrictions**—

Zone—Between Maximum Speeds Permitted

Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets . . . 10 MPH.

Camas, within corporate limits . . . . . 40 MPH.

Between west city limits of Washougal and MP 31.3 . . . . . 55 MPH.

Stevenson and Bingen-White Salmon with corporate limits . . . . 45 MPH.

Trains must not exceed speeds indicated through the following turnouts:

Vancouver main track crossover and yard lead, Eavan, McLoughlin, Washougal, Skamania, Stevenson and SP&S Jct. . . . . 30 MPH.

Bingen-White Salmon, Cooks, North Dalles . . . . . 35 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet . . . . . 220,000 lbs.

Minimum coupled length 44 feet . . . . . 263,000 lbs.

Minimum coupled length 52 feet . . . . . 315,000 lbs.

Six axle engines are not permitted on California Packing Corp. spur, Vancouver; Crown Zellerbach tracks, New Spur, CP Spur and Warehouse 3 at Camas.

3. **Train Register Exceptions**—

Conductors of run through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.

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

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

SP&S Jct.—Rule 83(B) does not apply.

Trains manned by run through crews from Bend, Oregon to Vancouver, Washington will not require clearance at Wishram.

5. **Rule 99**—When flagging is required, distance will be 2.5 miles.

6. In CTC territory the following switches are not equipped with electric lock and Rule 268(A) applies:

MP 20.5 near Camas—Columbia Vista Lumber Mill spur

MP 24.0 Camas—Crown Zellerbach Mill spur track

MP 25.5 near Camas—Standard Oil spur track

MP 25.6 near Camas—Nu-Lam Wood Products spur track

MP 37.8 Prindle—Spur track

MP 42.5 Skamania—East and west switches of outfit spur

MP 54.0 Stevenson—East and west switches of house spur

MP 54.1 Stevenson—Union Oil Company spur

MP 65.9 Cooks—Spur track

MP 70.9 Hood—Spur track

MP 71.2 Underwood—Spur track

MP 75.1 Underwood—Fruit spur

MP 76.3 Bingen-White Salmon—Mt. Adams Lumber Co. spur

MP 96.6 Dallesport—West switch

MP 96.9 Dallesport—East switch

MP 105.6 Wishram—Rock spur

MP 105.9 Wishram—West switch house track

7. **Vancouver**—

When signal displays aspects 501K #1 and #2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact

Control Operator Vancouver Depot. If signal changes to aspect 501L (stop) while switching movements are being made, a crew member must contact the Control Operator at Vancouver Depot and be governed by his instructions.

# 8. **Between Vancouver and McLoughlin—**

Main 1 is the right hand track moving from McLoughlin to Vancouver.

Main 2 is the right hand track moving from Vancouver to McLoughlin.

# 9. **Camas—**

When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the Crown Zellerbach Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the New spur at Crown Zellerbach between the hours of 12:00 noon and 12:15 p.m., 12:45 p.m. to 1:00 p.m. and 5:00 p.m. to 5:15 p.m. Cars must not be dropped or kicked when performing switching on the following tracks owned by Crown Zellerbach Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.

# 10. **Bingen-White Salmon—**

Bridge 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastbound trains stopped at Controlled Signal located 50 feet east of MP 74 and westbound trains stopped at West Bingen-White Salmon by a stop indication at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

# 11. **Cliffs—**

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

# 12. **Between SP&S Jct. and East Switch Kennewick—**

Rules 261 through 264 are in effect. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed. Train order or numbered clearance authority not required for extra trains.

# 13. **Manual Interlocking not indicated at stations—**

At Vancouver, located at Hill Street, governs movement over double track to Cannery Lead.

## **PORTLAND DIVISION**

(Vancouver Jct. - Portland)

## **THIRD SUBDIVISION**

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Vancouver Jct. and Vancouver except as indicated below	75 MPH.	
Vancouver, over 39th Street crossing	40 MPH.	40 MPH.
Vancouver and Willamette River bridge 5.1 between East St. Johns and Willbridge	70 MPH.	50 MPH.
Between bridge 5.1 and Portland	35 MPH.	35 MPH.
Over bridges between Vancouver and Willbridge	30 MPH.	30 MPH.
Rye and Vancouver Jct.		10 MPH.
Trains must not exceed speeds designated through the following dual control switch turnouts—		
Vancouver	12 MPH.	12 MPH.
Vancouver Jct. East	35 MPH.	35 MPH.
Columbia River Bridge Interlocking to 2nd Sub-division, Willbridge Interlocking	15 MPH.	15 MPH.
North Portland Interlocking	10 MPH.	10 MPH.
On Willbridge Wye track	15 MPH.	15 MPH.
Portland on PTRR Co. tracks including yard tracks at Lake Yard	15 MPH.	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Six axle engines not permitted on California Packing Corp Spur at Vancouver.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet	220,000 lbs.
Minimum coupled length 44 feet	263,000 lbs.
Minimum coupled length 52 feet	315,000 lbs.
3. **Train Register Exceptions—**

Vancouver through trains register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Trains between Vancouver Jct. and Vancouver will operate on Pacific Division clearance and train orders.

Rule 83B does not apply at Vancouver Jct. trains will proceed on authority of clearance under which they arrive.

**Vancouver** all trains secure clearance. Clearance issued at Albany Yard will apply at Willbridge.

**Between Portland and Vancouver—**Train order or numbered clearance authority is not required for movement of extra trains and yard engines moving with the current of traffic. Such movements may be made after receiving clearance per Rule 83(B). Trains and yard engines ordered to a specific destination must not go beyond that point nor turn back short of that point until authority has been received from train dispatcher and must receive clearance or verbal permission before returning to home terminal. Yard engines must clear first class trains as prescribed by Rule 93.

**Willbridge—**Eastward trains from Seventh Subdivision must not enter Third Subdivision until authority is received from train dispatcher, then eastward trains from Seventh Subdivision may run with the current of traffic Willbridge to Vancouver without train order authority.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles between Vancouver Jct. and Vancouver, 2 miles between Vancouver and Willbridge, and 1 mile between Willbridge and Portland.

6. **Between Vancouver Jct. and Vancouver**—Main 1 is the right hand track moving from Vancouver Jct. to Vancouver.

Main 2 is the right hand track moving from Vancouver to Vancouver Jct.

7. **Vancouver**—

When signal displays aspects 501K #1 and #2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact Control Operator Vancouver Depot. If signal changes to aspect 501L (Stop) while switching movements are being made a crew member must contact the Control Operator at Vancouver Depot and be governed by his instructions.

8. **Interlockings and Drawbridges not Indicated at Station**—

Columbia River, MP 9.6 interlocked.  
Oregon Slough, MP 8.8 interlocked.  
Willamette River, MP 5.1 interlocked.

9. **Between Vancouver and North Portland Jct.**—

Oregon Slough Drawbridge MP 8.8—Normally unattended. If signal displays stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 608.

10. **North Portland Jct.**—Following whistle signals will be sounded when calling for diverging route through interlocking:

From and to UPRR: one short.

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

11. **Portland, Lake Yard, Willbridge**—

- a. Eastward trains from Portland Hoyt St. yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

- b. Impaired Clearance—Hoyt Street Yard: All tracks except Nos. 1, 2 and 3 in the middle yard have impaired clearance and will not clear a man on side of car.

- c. Cars spotted on city streets must be protected by two red lights on each end of end car.

- d. Cars exceeding an outside length of 51 feet and 10 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

Pettygrove Street and 22nd Avenue, when moving in either direction, a member of the crew must ride on the leading side step of engine.

Nicolai Street and 22nd Avenue, when moving in either direction; a member of the crew must ride on the leading side step of engine; and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic.

At intersections of 22nd Avenue and Thurman Street, 22nd Avenue and Vaughan Street, and 29th Avenue and Nicolai Street control of traffic signals has been changed to operate as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

- e. Flashing light signals will protect crossing movements on N.W. Front Avenue for the following spur tracks:

Flintkote Spur	Bird & Son Lead
Loop Track Spur	Waterway Tracks 3, 4, and 8
FMC Tracks 1, and 3	Pennwalt Spurs 1, 3, and 6
Schnitzer Tracks 1 and 2	(flashing lights and gates)

Before entering the crossing, movement must stop at STOP signs on each side of crossing and a crew member must actuate the crossing protection by use of a switch key controller located on either side of the crossing.

Insert the switch key in the start position and turn to actuate the crossing protection. Key can then be removed and lights will continue to operate. After movement is clear of crossing a crew member must restore the crossing protection to normal by inserting the switch key in the stop position, turning to "stop" and removing key.

- f. Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic.

Green: Traffic signals are operating to provide crossing protection.

- g. At intersection of Kittridge Avenue and N.W. St. Helens Road, crews using this crossing will preempt traffic signals by inserting switch key in controller box located either side of crossing and turning counter-clockwise. This will actuate traffic signals for one minute. If after the expiration of one minute movement has not proceeded past switch key controller location, traffic signals will return to automatic operation. Traffic signals will return to automatic operation when movement has cleared intersection.

- h. Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on Pennwalt—Chipman—Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

12. **Yard Limits**—

Continuous yard limits are in effect between Rye and Vancouver Jct. and between Vancouver and Portland.

**PORTLAND DIVISION**

(Wishram - Bend)

**FOURTH SUBDIVISION**

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Wishram and Metolius .....	35 MPH.
Metolius and Bend .....	50 MPH.
MP 87 and MP 98.5 between South Jct. and Paxton:	
Eastward .....	10 MPH.
Westward .....	15 MPH.
Bend—On other than main track over all crossings .....	10 MPH.

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

Bend—On Standard Oil, Pine Tree, Haines, drill and mill spurs, six axle engines not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

**3. Train Register Exceptions—**

Conductors of run-through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.

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

O.T. Jct.— Westward Union Pacific trains to the Fourth Subdivision must secure BN clearance at the Dalles.

**5. Rule 99—** When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bend.

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

Columbia River— Drawbridge MP T-1.3 interlocked.

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

To Fourth Subdivision: four shorts.

TO UPRR: one long, one short, one long.

**7. Handling 80 Foot or Longer Cars—**

(See All Subdivision Special Instructions, Items 3 and 4.)

**Between Madras and O.T. Jct.—**

Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 tons.

Trains of greater than 6600 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

**PORTLAND DIVISION**

(Bend - Bieber)

**FIFTH SUBDIVISION**

**1. Speed Restrictions—**

Zone— Between	Maximum Speeds Permitted
Bend and Bieber .....	49 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

At Bend, six axle engines not permitted on Standard Oil, Pine Tree, Haines, drill, and mill spurs.

**3. Train Register Exceptions—**

Chemult— All trains register by register ticket.

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

Chemult— Eastward trains passing Chemult between the hours of 7:30 a.m. and 4:30 p.m. daily, except Saturday and Sunday, secure clearance.

**5. Rule 99—** When flagging is required, distance will be 2 miles.

**6. Klamath Falls—** Trains and engines must stop before crossing drawbridge over Lake Ewauna and be governed by signal. Yellow light indicates that draw span is in safe position for rail traffic. Red light indicates that draw span is not in safe position for rail traffic. If the red light is displayed or in the absence of a light when draw span appears to be in proper position for rail traffic, movement may be made at restricted speed when preceded by a flagman across drawbridge.

**7. Yard Limits—** Continuous yard limits are in effect between Bend and Cascan, and between Bieber Line Jct. and South Klamath.

**PORTLAND DIVISION**

(Goldendale - Lyle)

**SIXTH SUBDIVISION**

**1. Speed Restrictions—**

Zone— Between	Maximum Speeds Permitted
Goldendale and MP 30 (East of Warwick) .....	25 MPH.
MP 30 and Lyle .....	10 MPH.
Within city limits of Goldendale .....	20 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is 13 MPH and 21 MPH.	

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

Engines in Groups F, G, and H restricted to two units. Engines in Group I and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—** None.

**4. Clearance Provisions and Exceptions Rule 83(B)—** None.

**5. Rule 99—** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.0 mile, except 0.5 mile between MP 30 and Lyle.

**6. Handling 80 Foot or Longer Cars—**

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

## SEVENTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Willbridge and Astoria .....	40 MPH.
Through Linnton, Scappoose and Rainier (MP 45.6) .....	20 MPH.
Within city limits of St. Helens .....	30 MPH.
Within city limits of Astoria .....	25 MPH.
Between Astoria and Camp Clatsop .....	20 MPH.
Over Young's Bay draw span, Bridge 102.6 .....	12 MPH.
Between Warrenton and Hammond .....	10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Group I and 250-ton wrecking derricks not permitted. Engines in Groups F, G, and H not permitted west of Astoria, MP 102.1.

Astoria—Engines not permitted on dock portion of any of the three tracks located on Pier No. 2.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Cars exceeding 220,000 pounds are not permitted west of MP 102.1 (Astoria).

### 3. Train Register Exceptions—None.

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

Clearance issued at Vancouver to trains destined Eighth Subdivision applies at Willbridge on Seventh Subdivision.

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

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

### 6. Willbridge—Eastward trains from Seventh Subdivision must not enter Third Subdivision until authority is received from train dispatcher, then eastward trains from Seventh Subdivision may run with the current of traffic Willbridge to Vancouver without train order authority.

Normal position of west wye switch is for movement toward Vancouver.

### 7. Between United Jct. and Willbridge—Continuous yard limits in effect. Train order or numbered clearance authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.

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

Clatskanie River, MP 62.7.  
Blind Slough, MP 84.8.  
John Day River, MP 94.8.  
Young's Bay, MP 102.6.  
Skipanon Creek, MP 105.5.

### 9. United Jct.—Spring switch not equipped with facing point lock, normal position for Eighth Subdivision.

## EIGHTH SUBDIVISION

### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
United Jct. and Forest Grove Jct. ....	25 MPH.
Forest Grove Jct. and Eugene .....	35 MPH.
Within city limits of Beaverton, Albany, Harrisburg, Junction City and Eugene .....	20 MPH.
Within city limits of Salem .....	15 MPH.
Tualatin, over Tualatin-Sherwood highway .....	25 MPH.
Salem, passing Boise Cascade Inc. ....	5 MPH.
Through Norris Paint Company .....	15 MPH.
Eugene, over Garfield Street and to end of track .....	5 MPH.
Six-axle engines between United Jct. and Albany .....	25 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

250-ton wrecking derricks are not permitted.

Group I engines are not permitted between Albany and Eugene.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

At Albany cars exceeding 18 feet 6 inches ATR must not move under SPT overpass bridge 97.6 on main track account will not clear. Cars exceeding 15 feet 6 inches ATR or 11 feet 6 inches wide must not move under this bridge ON OLD MAIN LINE account will not clear.

### 3. Train Register Exceptions—

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

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

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

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

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

United Jct.—Normal position for Eighth Subdivision.

Bowers Jct.—Normal position for Eighth Subdivision.

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

### 8. SPT Absolute-Permissive Block Rules 740, 741 and 745 govern operations over SPT track between Greton and Beburg—Telephone in booth at Beburg and Greton connected with both BN and SPT dispatcher's offices by means of two-way switch.

### 9. Beaverton to Greton—Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, MP E-27.14.

Member of train crew will operate upper pushbutton marked SIGNAL. White light will incitate control has been requested. After an interval, white light will go out and green light will indicate that train can proceed. Signal at junction switch will remain clear for a period of ten minutes, and move through Beaverton should be completed in this time. If train is not ready to proceed after receiving green light, press pushbutton marked CANCEL. If signal cannot be cleared the dispatcher must be notified.

**Gretton to Beaverton**—Trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Gretton to observe indication of Block Indicator 7519. If indicator shows clear, junction switch can be lined for movement.

When Signal 7518 clears, the junction switch at Beburg will automatically be positioned for movement to the BN.

10. **Tualatin**—Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.
11. **Salem**—Train and engine movements through traffic signal at Broadway and Market Streets must stop and proceed only on green light. Movements are limited to one unit and two cars.
12. **Bush**—Before train or engine occupy Industry Way Crossing, Industrial spur serving Hancock Lumber Co., it will be necessary for a crew member to protect crossing.
13. **Albany**—The following will govern the use of the weigh-in-motion scale:
  - (A) Maximum speed over scale is 5 MPH.
  - (B) Maximum speed over scale when scale is in standby is 10 MPH.
  - (C) When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.
  - (D) After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.
    - (1) There signals will display the following aspects:
      - (a) Two (2) solid lights—movement is being made within speed limits.
      - (b) A solid over a flashing—within speed limits, but at the upper limits of the permissible speed.
      - (c) Two (2) flashing lights—train is exceeding the permissible speed. Movement must be stopped and the train or movement will have to be reversed to a point which clears the scale sensors, located approximately 300 feet from each end of the scale.

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

**15. Handling 80 Foot or Longer Cars—**

(See All Subdivision Special Instructions, Items 3 and 4.)

Between United Jct. and Tunnel Spur—

Trains of Greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

**16. Between Tigard and West Woodburn—**

Dragging equipment detectors at MP 39 and MP 47 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows:

1. Enginemen must alert crew members on rear of train when approaching detector site.
2. Continuously illuminated white light as viewed from an approaching train: Train will be inspected.
3. Continuously illuminated white light as viewed from the rear of a passing train: No dragging equipment detected.
4. Flashing amber light illuminated and white lights extinguished: Dragging equipment detected—STOP and inspect train.

5. All lights extinguished as viewed from the rear of a passing train: Detector inoperative. STOP and inspect train and notify dispatcher by first available means of communication.
6. Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

**PORTLAND DIVISION**  
(Bowers Jct. - Forest Grove)

**NINTH SUBDIVISION**

**1. Speed Restrictions—**

Zone— Between	Maximum Speeds Permitted
Bowers Jct. and Banks .....	25 MPH.
Hillsboro and Forest Grove .....	25 MPH.
Within city limits of Hillsboro .....	20 MPH.
Within city limits of Forest Grove .....	15 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

250-ton wrecking derricks and engines in Groups E, F, G, H, and I not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Cars weighing over 220,000 lbs. are not permitted on Bridge MP 28.0 at Banks.	

**3. Train Register Exceptions—None.**

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

At Bowers Jct. Rule 83(B) does not apply.

Trains destined between Hillsboro and Forest Grove via Banks will secure SPT clearance at Beaverton.

**5. Rule 99—**When flagging is required, distance will be 1.0 mile.

**PORTLAND DIVISION**

(Mesa - End of Track)

**TENTH SUBDIVISION****1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mesa and MP 1 .....	20 MPH.
MP 1 and End of Track .....	45 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Groups F, G, H, and I, and 250-ton wrecking derricks, not permitted.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

Minimum coupled length 38 ft. ....	220,000 lbs.
Minimum coupled length 44 ft. ....	263,000 lbs.

**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—**

Mesa—Rule 83(B) does not apply.

**5. Rule 99—** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 2 miles.**6. Instructions Governing Operation Over SPT Co. Tracks Between Albany and Lebanon --**

Trains between Albany and Lebanon will cross SPT main tracks through crossovers 300 feet west of Signal 6915; being governed for westward movement by indications of dwarf Signal 6913 located on derail on BN track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules SPT 93 and SPT 842. When no yardmaster or representative present trains must comply with Rules SPT 83 and SPT 83(C); eastward trains obtain check of register at Albany station, and westward trains obtain check of register by telephone from SPT operator at Albany, before fouling SPT main track. Check of register received by telephone must be repeated for verification.

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

**7. At Lebanon, junction switch located at SPT MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.**

Normal position of switch is for movement on SPT main track. Normal indication of signals on SPT track is "proceed" and signal on BN "stop."

When block indicator located at main track switch indicates block clear, switch may be lined for movement to SPT track; and when so lined, and block is clear, signal on BN will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99. When operator is on duty at Lebanon, trains will obtain permission from operator before entering SPT main track.

On SPT trackage, trains, when equipped with paddle markers, will display a portable electric red light to the rear of caboose at night, to be replaced by a portable electric white light when in the clear on a siding.

**PORTLAND DIVISION**

(Albany Yard - Foster)

**ELEVENTH SUBDIVISION****1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Lebanon and Foster .....	25 MPH.
Within city limits of Lebanon and Sweet Home .....	20 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	
At Sweet Home over 18th Avenue .....	15 MPH.
Over Santiam Highway crossing .....	10 MPH.

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

Engines in Groups E, F, G, and H restricted to 2 units. Engines in Group I and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—None.****5. Rule 99—** When flagging is required, distance will be .5 mile.**PORTLAND DIVISION**

(Yakima - Naches)

(Brace - Tieton)

**TWELFTH SUBDIVISION****1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Yakima, Brace and Naches .....	20 MPH.
Brace and Tieton .....	10 MPH.
Trains with wrecking cranes or locomotive cranes .....	10 MPH.
Over bridges 1, 3.1 and 10.1 Naches branch .....	10 MPH.
Over bridge 4.1, Naches branch .....	8 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Group E restricted to one unit. Engines in Groups F, G, H, I and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

Over Bridge 4.1, Naches branch:

Cars weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. Engines are restricted to one unit and must be separated from loads by an empty car.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
6. **Brace**—Normal position of switch is for Tieton Branch.
7. **Derails**—At Naches, on main track 200 feet east of east switch.
8. **Handling 80 Foot or Longer Cars**—  
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

## PORTLAND DIVISION

(Yakima - Moxee City)

### THIRTEENTH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted
Yakima and Moxee City .....	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—  
Engines in Group E restricted to one unit.  
Engines in Groups F, G, H, I and 250-ton wrecking derricks not permitted.  
Over Bridge 1.2 at MP 1.5:
  - 150-ton wrecking derricks must be preceded and followed by a car weighing less than 90,000 lbs.
  - Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 90,000 lbs.
  - All engines must be separated from loads by one empty car.
  - Cars weighing between 177,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs.
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be .5 mile.
6. **Yakima**—At "G" and "H" Street crossings, city ordinance provides trains and engines must protect movement by flagman and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.

7. **Terrace Heights**—Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.
8. **Moxee City**—Cars on spot on main track at American Excelsior Company 100 feet west of MP 8.

## PORTLAND DIVISION

(Toppenish - White Swan)

### FOURTEENTH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan .....	40 MPH.
Harrah, within corporate limits .....	25 MPH.
250-ton wrecking cranes:	
Over bridges except Bridge 11 .....	10 MPH.

Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—  
Engines in Groups E, F, G, H and I and 250-ton wrecking derricks not permitted.  
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1.5 miles.
6. **White Swan**—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur, Boise Cascade spur, Highway SR 220.

**PORTLAND DIVISION**

(Gibbon - Parker)

**FIFTEENTH SUBDIVISION****1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Gibbon and Parker .....	40 MPH.
Within corporate limits:	
Sunnyside, Granger, Zillah and Grandview .....	30 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:	
Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions —**

**Gibbon and Parker** trains will register only when directed by train order to do so.

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

Gibbon and Parker, Rule 83(B) does not apply.

**5. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.**6. Automatic Interlocking not Indicated at Station —**

Yakima River Bridge — MP 79.2.

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

Engines in Groups E, F, G, H, I and 250-ton wrecking derricks not permitted between Bassett Jct. and Schrag.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions —**

Warden and Bassett Jct. — Trains will register when directed by train order to do so.

**4. Clearance Provisions and Exceptions Rule 83(B) —** None.**5. Rule 99 —** When flagging is required, distance will be 1 mile between Adrian and Connell and .5 mile between Bassett Jct. and Schrag.

Unless otherwise provided protection against following trains is not required between Warden and Othello. When required to flag distance will be 1 mile.

**6. Warden —** 60 foot and longer cars are not to be handled on curvature serving Country Gardens.**7. Yard Limits —**

Continuous yard limits are in effect between Wheeler and Moses Lake.

**8. Between Adrian and Wheeler —** Track out of service between MP 125.7 (Adco) and MP 142 (Mitchell) including Bridge 126 at Adrian.**PORTLAND DIVISION**

(Fish Lake - Pasco)

**SEVENTEENTH SUBDIVISION****PORTLAND DIVISION**(Adrian - Connell)  
(Wheeler - Moses Lake)  
(Warden - Othello)**SIXTEENTH SUBDIVISION****1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted
Adrian and MP 146 .....	20 MPH.
MP 146 and Connell .....	40 MPH.
Bruce, within corporate limits .....	20 MPH.
Wheeler and Moses Lake .....	10 MPH.
Bassett Jct. and Schrag .....	25 MPH.
Warden and Othello .....	20 MPH.
250-ton wrecking cranes, and six axle engines over Bridge 126 ..	10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

**1. Speed Restrictions —**

Zone — Between	Maximum Speeds Permitted	
	Passenger	Freight
Ainsworth Jct. and Fish Lake except as indicated below .....	79 MPH.	
Between Kahlotus and Snake River Jct. ....	50 MPH.	35 MPH.
Lamont, Within corporate limits .....	70 MPH.	
Washtucna, within corporate limits .....	75 MPH.	45 MPH.
Pasco, within corporate limits .....	25 MPH.	25 MPH.
Through turnout Ainsworth Jct. ....	12 MPH.	12 MPH.
Through turnout crossover to yard lead Pasco MP 231.1 .....		15 MPH.

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

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.
Minimum coupled length 52 feet .....	315,000 lbs.

**3. Train Register Exceptions—None.**

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

Portland Division trains must obtain Portland Division clearance at Yardley which will clear train at Fish Lake.

Pasco—Trains destined Spokane Division must obtain such clearance at Pasco which will clear train at Fish Lake.

At Ainsworth Jct. Rule 83(B) does not apply.

**5. Rule 99—** When flagging is required, distance will be 2.5 miles.

**6. Pasco—** All outbound trains after securing clearance and orders departing via depot interlocking will secure verbal authority from depot operator before moving from yard track.

**7. Between MP 231 Pasco and Ainsworth Jct.—**

Rules 261 through 264 are in effect, interlocking signals and dual-control switches at MP 231 and at Ainsworth Jct. are under the control of the operator in Pasco passenger station. Train order authority or numbered clearance not required for extra trains.

**PORTLAND DIVISION**

(Ainsworth Jct. - Dayton)

**EIGHTEENTH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Attalia .....	40 MPH.
Attalia and MP 21.8 .....	35 MPH.
MP 21.8 and Eureka .....	25 MPH.
Eureka and Walla Walla .....	35 MPH.
On curves and bridges between MP 75 and MP 84 (between Dixie and Coppei) .....	20 MPH.
Walla Walla and Dayton .....	30 MPH.
Within corporate limits:	
Walla Walla .....	12 MPH.
Waitsburg .....	25 MPH.
Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.	
Cars under 40 feet long weighing between 177,000 pounds and 220,000 pounds—	
Over Bridges 40.1, 77, 83.1, 88, 92 and 97 .....	20 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Groups C and E restricted to one unit. Engines in Groups F, G, H and I, and 250-ton wrecking derricks, not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**3. Train Register Exceptions—**

Upon arrival Attalia depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box.

Attalia, trains will register when directed by train order to do so.

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

Ainsworth Jct., Attalia, Eureka and Dayton Rule 83(B) does not apply.

**5. Rule 99—** When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not necessary between Attalia and Waitsburg Jct.

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

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

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

**8. Between Ainsworth Jct. and Villard Jct.—**

Rules 261 through 264 are in effect. Interlocking signals governing the entrance and departure of trains from the track between Ainsworth Jct. and Villard Jct. are jointly controlled by the BN control operator in Pasco passenger station and the Union Pacific control operator in the depot at Wallula. Train order or numbered clearance authority not required for extra trains.

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

**10. Handling 80 Foot or Longer Cars—**

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

**11. Walla Walla—** Train or engines operating over Highway SR 12, at Airport spur, Walla Walla, must observe crossing signals in operation prior to obstructing crossing. In the event signals fail to operate for approaching movements, leading wheels of movement must occupy Island Section, but stopping short of street crossing, observing signals in operation before obstructing crossing.

Note—Island Section is a section of track over the crossing, the outer limits of which is approximately 50 feet each side of crossing and marked with yellow paint.

**PORTLAND DIVISION**  
(Attalia - Pendleton)  
(Smeltz - Athena)

**NINETEENTH SUBDIVISION**

**PORTLAND DIVISION**  
(Eureka - Pleasant View)

**TWENTIETH SUBDIVISION**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Attalia and MP 7 .....	30 MPH.
MP 7 and Apex or Duroc, Mountain Grade:	
Descending .....	20 MPH.
Ascending .....	30 MPH.
Except diesel engine units and cars in excess of 248,000 lbs. ascending .....	25 MPH.
Apex and Pendleton .....	30 MPH.
Smeltz and MP 5 (Between Duroc and Wayland) .....	25 MPH.
MP 5 and Athena .....	35 MPH.
Cars over 40 feet long and weighing between 177,000 pounds and 220,000 pounds:	
Over Bridge 8.2 .....	20 MPH.
Cars over 40 feet long and weighing between 220,000 pounds and 263,000 pounds:	
Over Bridges 4 and 7 to 17, incl. ....	20 MPH.
Item 1A. All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

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

Engines in Groups E, F, G, H, I, and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	220,000 lbs.
Minimum coupled length 44 feet .....	263,000 lbs.

**Except**—Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds over Bridge 4.

**3. Train Register Exceptions—**

Wallula, trains will register by ticket.

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

Attalia and Pendleton Rule 83(B) does not apply.

**5. Rule 99—**When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not necessary between Zanger Jct. and UP connection at Pendleton, including Smeltz to Athena.

**6. Wallula—**Train order signal also governs BN trains.

**7. Handling 80 Foot or Longer Cars—**

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

**8. Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation apply between MP 7 and Apex and Duroc, ruling grade 2.2% ascending westward.

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Eureka and Pleasant View .....	10 MPH.

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

Engines in Groups E, F, G, H, I, and 250-ton wrecking derricks not permitted.

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

Minimum coupled length 38 feet .....	177,000 lbs.
Minimum coupled length 44 feet .....	220,000 lbs.

**3. Train Register Exceptions—**None.

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

At Eureka Rule 83(B) does not apply.

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

**6. Track out of service** from MP 12 to end of track Pleasant View.

# **RADIO INFORMATION**

## **SPOKANE DIVISION**

<b>Base Station</b>	<b>Channel</b>	<b>Hours in Service and Attended</b>
Spokane Disprs. Office	1	Continuous
Havre Disprs. Office	1	Continuous
Seattle Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Columbia Falls	1	Continuous
Whitefish	1	Continuous
Stryker	1	Continuous
Eureka	1	7:30 am-4:30 pm Mon. thru Sat.
Twin Meadows	1	Continuous
Flathead Tunnel	1	Continuous
Rock Creek	1	Continuous
Tamarack	1	Continuous
Riverview	1	Continuous
Libby	1	Continuous
Troy	1	Continuous
Bonnars Ferry	1	Continuous
Naples	1	Continuous
Sandpoint	1	Continuous
Athol	1	Continuous
Hauser	1, 2	Continuous
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Continuous
Spokane	1, 2	Continuous
Newport	1	7:00 am-4:00 pm Mon. thru Fri.
Hillyard	1, 2	Continuous
Harrington	1	Continuous
Odessa	1	Continuous
Wilson Creek	1	Continuous
Ephrata	1	Continuous
Quincy	1	8:00 am-8:00 pm Mon. thru Sat.
Wenatchee	1, 2	Continuous
Northport	1	10:00 am-12:01 pm Wed. and Sat.
Kettle Falls	1	Continuous except closed 2:00 am Sun.-5:00 am Mon.
Davenport (Transmitter at Hanson and Davenport)	1	7:00 am-4:00 pm Mon. thru Fri.
Pullman	1	1:00 am-10:00 pm Mon. thru Fri.
		1:00 am-7:00 am Wed. thru Sun.
		1:00 am-9:00 am Sat. and Sun.
Moscow	1	7:00 am-5:00 pm Mon. thru Fri.
East Lewiston	1	Continuous
Lewiston	1	Continuous
Omak (Pitcher Mtn. Transmitter)	1	8:00 am-10:00 pm Mon. thru Fri.
Cheney	1	6:00 am-9:30 pm Mon. thru Sat.
		6:00 am-2:00 pm Sun
Coeur d'Alene	1, 2	8:00 am-5:00 pm Mon. thru Fri.

# **RADIO INFORMATION**

## **PACIFIC DIVISION**

<b>Base Station</b>	<b>Channel</b>	<b>Hours in Service and Attended</b>
Seattle Disprs. Office	1	Continuous
Tacoma Disprs. Office	1, 2-UP	Continuous
New Westminster, B.C. Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Wenatchee West (Round Mtn)	1	Continuous
Cashmere	1	As required
Merritt	1	As required
Berne	1	Continuous
Cascade Tunnel	1	Continuous
Scenic	1	Continuous
Skykomish	1	6:30 am-3:30 pm Mon. thru Fri.
Everett		Continuous
Delta Yard	1, 3	Continuous
Bridge 10 (Delta Jct.)	1, 3	Continuous
Depot	1, 3	Continuous
Bayside Yard	1, 3	Continuous
Edmonds	1	Continuous
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Continuous
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Continuous
MVB Station Seattle	1	Continuous
Stacy Street Yard	1, 2	Continuous
North Portal	1, 2	Continuous
Spokane St. Twr.	1, 2	Continuous
King St. Yard	1, 2	Continuous
Argo	1, 2	Continuous
South Seattle	1, 2	Continuous
UP Black River Tower	1	Continuous
Auburn	1, 3	Continuous
Reservation	1, 3	Continuous
Tacoma Yard	1, 3	Continuous
UP Jct.	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Continuous
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1	Continuous
		8:00 am Sun. thru 11:59 pm Fri. and 8:00 am-11:59 pm Sat.
Kalama (Green Mtn. Transmitter)	1, 2-UP	Continuous
Ellensburg	1	Continuous except 7:00 am-3:00 pm Sun. and 11:00 pm Tue-7:00 am Wed.
Easton	1	Continuous
Lester	1	11:00 am-7:00 pm Mon. thru Fri.
Olympia	1	7:30 am-4:30 pm Mon. thru Fri.
Renton	1	6:30 am-10:30 pm Mon. thru Fri.
Sumas	1, 2	7:00 am-9:00 pm daily
Hoquiam	1, 2	8:00 am-5:00 pm Mon. thru Fri.
Bremerton	1, 2	7:00 am-4:00 pm Mon. thru Fri.

Elma	1, 2	6:00 am-3:00 pm Mon. thru Fri.	Wheeler	1	8:00 am-7:00 pm Mon. thru Fri.
Shelton	1, 2	7:30 am-4:30 pm Mon. thru Fri.	Bruce	1	As required
			Othello	1	8:00 am-7:00 pm Mon. thru Fri.
			Snake River	1	Continuous
			Washtucna	1	Continuous
			Lamont	1	Continuous
			Walla Walla	1	7:30 am-4:00 pm Mon. thru Fri.
			Sunnyside	1	9:00 am-5:00 pm Mon. thru Fri.
			Grandview	1	9:00 am-6:00 pm Mon. thru Fri.

## RADIO INFORMATION

### PORTLAND DIVISION

Base Station	Channel	Hours in Service and Attended
Vancouver Disprs. Office	1	Continuous
Tacoma Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Ritzville	1	8:00 am-9:00 pm daily
Connell	1	Continuous
Pasco	1, 2	Continuous
Prosser	1	Continuous
Toppenish	1	Continuous
Yakima Yard	1, 2	Continuous
Finley	1	Continuous
MP 208 (Near Berrian)	1	Continuous
Plymouth	1	Continuous
Whitcomb	1	Continuous
Roosevelt	1	Continuous
Towal	1	Continuous
Wishram	1, 2	Continuous
Lyle	1	Continuous
Bingen-White Salmon	1	Continuous
Stevenson	1	Continuous
Camas	1	Continuous
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
<b>Portland</b>		
Willamette Drawbridge	1	Continuous
Hoyt Street Yard	1, 2	Continuous
Willbridge Yard	1, 2	Continuous
Willbridge Telegraph	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	Continuous
South Jct.	1	Continuous
Madras	1	Continuous
Redmond	1	Continuous
Bend	1	Continuous
Chemult	1	Continuous
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Continuous
Bieber	1, 2-WP	Continuous
St. Helens	1	8:00 am-5:00 pm Mon. thru Fri. 9:00 pm-5:00 am Mon. thru Fri.
Astoria	1	9:00 am-6:00 pm Mon. thru Fri.
Beaverton	1	Continuous
Salem	1	Continuous
Albany Yard	1	Continuous
Eugene	1	Continuous
Sweet Home	1	7:00 am-4:00 pm Mon. thru Fri.

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