

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Between stations for which no rating is shown maximum will apply.

TYPE OF ENGINE		NUMBERS (Inclusive)	SPOKANE AND UMATILLA												SPOKANE AND TEKO				EAST- WARD			
			WESTWARD						EASTWARD						WESTWARD							
			Spokane to Geib	Geib to Ayer	Ayer to Page	Page to Humor- ist	Humor- ist to Wallula	Wallula to River- view	River- view to Umatilla	Umatilla to River- view	River- view to Wallula	Wallula to Humor- ist	Humor- ist to Ayer	Ayer to Geib	Geib to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		Latah to Tekoa		
C 57	22 179 30 190	725 to 729 730 to 768	2300	4000	4000	3200	4000	2700	2700	2700	2700	2700	3400	2700	3400	2300	4000	1305	825	1240	1800	1150
T 64	22 145 26 190	1730 to 1731	1540	1540	2205	2205	2205	1690	1690	1690	1690	1690	1690	1690	2315	1540	1540	1005	615	955	1385	890
T 57	20 119 26 190	1733 to 1735	1290	1290	1840	1840	1840	1420	1420	1420	1420	1420	1420	1420	1935	1290	1290	840	515	800	1160	740
T 57	20 126 26 190	1737 to 1741	1360	1360	1940	1940	1940	1500	1500	1500	1500	1500	1500	1500	2040	1360	1360	890	540	845	1225	780
T 69	22 161 28 190	1742 to 1754	1540	1540	2205	2205	2205	1690	1690	1690	1690	1690	1690	1690	2315	1540	1540	1005	615	955	1385	890
T 63	22 162 28 190	1755 to 1760	1690	1690	2405	2405	2405	1850	1850	1850	1850	1850	1850	1850	2530	1690	1690	1100	670	1045	1520	970
MacA 57	23 207 30 190	2100 to 2165	2500	5500	5500	3700	5500	3200	5500	5500	3000	5500	5500	3000	4500	2700	5500	1540	1000	1460	2120	1355
MacA 63	26 211 28 214	2166 to 2171 2500 to 2531	2550	5600	5600	3750	5600	3250	5600	5600	3030	5600	5600	3030	4600	2730	6000	1555	1010	1475	2140	1370
P 77	22 149 28 190	3200 to 3217	1380	1380	1970	1970	1970	1520	1520	1520	1520	1520	1520	1520	2075	1380	1380	900	550	855	1245	795
P 77	25 167 28 178	3218 to 3225 3226 to 3237	1785	1785	2545	2545	2545	1960	1960	1960	1960	1960	1960	1960	2675	1785	1785	1165	710	1005	1605	1025
MS 59	23-23 472 30 3805	3500 to 3564 3705 to 3805	5200	8000	8000	7500	8000	6000	6000	6000	6000	6000	6000	6000	6000	5200	8000					
TTT 63	29 292 30 3805	5400 to 5414	3550	7500	7500	5500	7500	4500	4500	4500	4500	4500	4500	4500	7000	4000	7000					
MT 73	29 230 28 28	7861 to 7869	2500	5500	5500	3700	5500	3200	5500	5500	3000	5500	5500	3000	4500	2700	5500	1540	1000	1460	2120	1355

EXPLANATION

P Pacific Ten Wheeler C Consolidation MS Mallet Simple MT Mountain

T Ten Wheeler MacA MacArthur TTT Two-Ten-Two

EXAMPLE: Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 179,000 pounds on drivers:

C 57 22 179 30

Leo T. Love

UNION PACIFIC RAILROAD COMPANY

Northwestern District

Washington Division

Special Instructions No. 7

Effective Friday, August 1, 1947

Superseding Special Instructions No. 6

Employees whose duties are in any way affected thereby, must have a copy of these instructions with them while on duty.

L. A. COLLINS,
General Manager

G. J. MULICK,
Asst. General Manager

M. C. WILLIAMS,
Superintendent

2 (R). Employees listed below and other employees as may be designated, are not subject to Rules 2 and 2 (A), but they must, while on duty, have a reliable railroad grade watch which must not vary more than 30 seconds from correct time:

Safety Agents

Trainmasters

Assistant Trainmasters

Traveling Conductors

Road Foremen of Engines

Traveling Firemen

*Station Agents

*Operators

Outside Hostler Helpers

Assistant Yardmasters

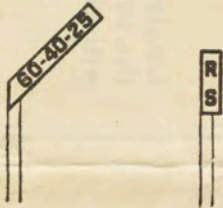
(*Except when assigned in offices where a standard clock is located.)

2 (S). Standard of watches to be used by employees designated in Rule 2 (R): Reliable railroad grade, lever set and must not vary more than 30 seconds from correct time.

2 (T). Officers and employees must not make solicitations in connection with the sale of watches.

2 (U). Employees must present their watches to officers and supervisors upon request.

10 (R).



Reduce speed signs as illustrated above will be located 1000 feet from beginning of restricted territory and will indicate by figures the maximum speed permitted as shown in current time-table. Example: 60-40-25 will indicate maximum speed of 60 MPH for streamline trains, 40 MPH for DE-Psgr. and Psgr. trains, 25 MPH for freight trains.

Signs bearing the letters RS will be placed to indicate the end of the restricted territory.

17 (R). The following will govern use of oscillating red headlight: When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.

Train on adjacent track must stop before passing headlight, ascertain the cause, and be governed by conditions.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause, and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

19 (R). Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train.

Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.

The displaying and extinguishing of red rear end light must be done by trainman.

Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

19 (S). At Wallula and Spokane, when passenger trains are being switched from rear, markers must be removed to prevent obscuring view of enginemen.

27 (R). Switch lights will not be used on:

Tekoa-Ayer Branch, between Colfax and Winona via Seltice

Tucannon-Pendleton Branch, except main track switches in Walla Walla yard

Pomeroy Branch

Dayton Branch

Sierra Nevada Branch

Connell Branch

Wallace Branch

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

28 (R). A green and white signal will be used to stop designated trains at conditional stops shown in time-table.

28 (S). A white indicator board displayed at a station will indicate to trains doing local work that there are cars to be moved or freight to be loaded.

32 (R). Within the city limits of Spokane, Pendleton and Pomeroy, it is unlawful to sound engine whistle except to signal flagman or interlocking signalman, or to prevent accident not otherwise avoidable.

At Walla Walla, the use of the engine whistle at the public crossings at West Cherry Street and Gardeners' Association just west of Mill Creek Bridge, is prohibited except to prevent accident not otherwise avoidable.

83 (R). Clearance must be received as follows:

Walla Walla—all trains;

Wallula —all trains;

Ayer —all trains;

Spokane —all westward trains originating at West Spokane.

Trains are not required to receive clearance as per Rule 83 (B) as follows:

W. D. Jct. —westward N. P. trains;

Attalia —all trains;

N. P. Crossing, Spokane —all eastward S. I. trains;

Tucannon —all trains;

Bolles —all trains;

Midvale —all trains;

Turner —all westward trains.

When there is no operator on duty, trains are not required to receive a clearance as per Rule 83 (B) as follows:

Hooper Jct.—all trains;

Starbuck —all trains;

La Crosse —all trains;

Sunnyside —all eastward trains;

Connell —all eastward trains;

Moscow —all westward trains;

Burke —all eastward trains.

83 (S).

A clearance received at	By	Will confer the same authority on	As when received at
Wallula	Eastward trains	Yakima Branch	Attalia
Ayer	Eastward trains	Connell Branch	Hooper Jct.
La Crosse	Westward trains	Sixth Subdivision	Hooper Jct.
Walla Walla	Eastward trains	Dayton Branch	Bolles
Dayton	Westward trains	Tucannon-Pendleton Branch	Bolles

83 (T). Information required by Rule D-83 need not be received at N. P. Crossing, Spokane, by eastward trains and engines.

Information required by Rule S-83 need not be received at W. D. Jct.

Conductors of the following trains may register by registering ticket, Form 2642, per Rule 83 (A), when operator on duty:

N. P. Crossing, Spokane—All first class trains;

Marengo —Nos. 20, 66, 65 and 19;

Hooper Jct. —All trains Sixth Subdivision;

Ayer —All first class trains;

Manito —All trains.

The information required by Rule S-83 obtained by eastward Sixth Subdivision trains at Wallula may be accepted as applying at Attalia for eastward Yakima Branch trains.

At Zillah, only first class trains will register.

83 (U). Information required by Rule S-83 need not be received at Attalia by westward trains.

Westward Sixth Subdivision trains and engines may move Attalia to Wallula against or ahead of Nos. 63 and 64 when automatic interlocking signal at Attalia displays Proceed indication.

Westward Yakima Branch trains and engines may move Attalia to Wallula against or ahead of first class trains when automatic interlocking signal at Attalia displays Proceed indication after junction switch is opened.

Westward first class trains at or seen to be approaching the junction at Attalia will have precedence over other westward trains and engines Attalia to Wallula.

93 (R). That part of last paragraph of Rule 93 reading, "(See Special Instructions, 105-R)" is changed to read, "See speed restrictions in time-table."

93 (S). Yard limits at Spokane includes territory between yard limit sign west of West Spokane and yard limit sign at Hill.

93 (T). Tracks of U. P. and N. P. within yard limits at Zillah, Wallula and Huntville are used jointly by trains and engines of both companies for switching purposes, being governed by Rule 93.

93 (U). Trains and engines are authorized to cross N. P. main track at Athena to make movements to and from Preston-Shaffer elevator, being governed by Rule 93.

93 (V). At Spokane Union Station, trains and engines will be governed by signals from switchtenders.

Freight equipment, other than caboose and low cars, must be handled through Spokane Union Station on Track 5.

Track 5, the most northerly track in Spokane Union Station yard, will normally be used as the running track.

98 (R). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Umatilla. (M.P. 183.9)	Oregon Division.		Special Instruction 98 (S).
Ayer. (M.P. 264.0)	Sixth Subdivision and Tekoa-Ayer Branch.		Special Instruction 98 (T).
Marengo. (M.P. 306.4)	C.M.St.P.&P.		Special Instruction 98 (U).
Manito. (M.P. 143.4)	C.M.St.P.&P.		Special Instruction 98 (V).
Farmington. (M.P. 103.2)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Garfield. (M.P. 95.3)	N. P.	U. P.	Stop signs.
Colfax. (M.P. 77.1)	G. N.	U. P.	Gate and automatic interlocking signals. Gate set normally against G. N.
Oakesdale. (M.P. 39.75)	G. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.73)	N. P.	N. P.	Stop signs.
Thornton. (M.P. 30.67)	G. N.	U. P.	Gate.
Riparia. (M.P. 17.3)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Walla Walla. (M.P. 47.9)	N. P.	U. P.	Stop signs.
Walla Walla. (M.P. 47.3)	W. W. V.	U. P.	Gate.
Langdon. (M.P. 44.2)	W. W. V.	U. P.	Gate.
Milton. (M.P. 37.0)	W. W. V.	U. P.	Gate.
W. D. Jct. (M.P. 0.53)	N. P.		Automatic block signals.
Villard. (M.P. 7.3)	N. P.	N. P.	Stop signs.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Auker. (M.P. 28.9)	W. W. V.	U. P.	Gate.
Dayton. (M.P. 13.10)	N. P.	U. P.	Stop signs.
Dayton. (M.P. 13.11)	N. P.	U. P.	Stop signs.
Pullman. (M.P. 19.3)	N. P.	U. P.	Stop signs.
Wallace. (M.P. 80.4)	N. P.	U. P.	Stop signs.
Wallace. (M.P. 80.6)	N. P.	U. P.	Stop signs.

98 (S). At Umatilla, Oregon Division trains must stop clear of junction switch connecting east leg of wye and Washington Division main track and must not proceed until information required by Rule S-83 is obtained.

If a train is seen approaching on Washington Division main track, switch must not be opened nor Washington Division main track occupied until approaching train has stopped or passed.

98 (T). At Ayer, movement of trains and engines from Tekoa-Ayer Branch from junction to depot is authorized by Proceed indication of automatic block signal.

When signal displays Stop indication after switch is opened, train or engine must wait three minutes, and if no conflicting movement is evident, may proceed without sending a flagman ahead, but must move at restricted speed.

Westward first class trains at or seen to be approaching junction will have precedence over other westward trains and engines from junction to depot.

98 (U). At Marengo, eastward C. M. St. P. & P. trains and engines are governed by Dwarf Signal 3068 in making movement to Union Pacific main track. When dwarf signal displays Stop indication after operation of time release, movement may be made only under flag protection. (See Rules 522 and 523.)

98 (V). At Manito, an eastward train must stop before passing stop sign and may then proceed if no conflicting movement is evident.

Westward C. M. St. P. & P. trains approaching junction switch must sound one long, one short and one long blast of engine whistle. When Signal 1437 displays Stop indication, train may proceed without stopping when proceed signal is received from switchtender, but engineer must see that junction switch is properly lined and must proceed at restricted speed.

98 (W). At drawbridge, M.P. 23.45 Wallace Branch, trains and engines must stop at stop sign and sound four short blasts of engine whistle and may proceed when proceed signal is received from bridge tender. If proceed signal is not received from bridge tender, flagman must be sent ahead to drawbridge to give proceed signal if draw span is found properly closed and locked.

Two long sounds of engine whistle must be sounded before moving over bridge.

98 (X). At M.P. 17.23, Tekoa-Ayer Branch, trains must stop before passing over drawbridge and then proceed if draw span is seen to be closed.

98 (Y). At N. P. Crossing, Spokane, Spokane International trains and engines must stop clear of Signal 1640. If there is no conflicting movement, junction switch may be lined for movement to Union Pacific track. When Signal 1640 displays Stop indication after switch is opened, train or engine must wait three minutes and if no conflicting movement is evident, may proceed after sending flagman ahead, but must move at restricted speed.

99 (R). On portions of the division where there is no joint operation of trains with another company, last paragraph of Rule 99 is modified as follows:

“Night signals—A white light, not less than ten torpedoes and six fusees.”

At night and during foggy and stormy weather, a lighted red fusee will be used for hand signals required by Rule 99.

This does not change the requirements of Maintenance of Way Rule 99 (F):

Each caboose must be equipped with a red lantern for use as required by Rule 19 (A).

The equipment of each engine must include a red light in the cab as required by Rule 920.

103 (R). At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

103 (S). In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading footboard in direction engine is moving, except as follows:

When the switches to be passed over can be plainly seen to be properly lined; Where movement is over crossing protected by watchman on duty.

103 (T). Referring to Special Instruction 103 (S), when Diesel yard engine is used, a yardman or trainman may ride on side steps or platform in direction engine is moving instead of on leading footboard.

103 (U). The following will govern trains and engines at the public crossings named below:

Location	Instructions
Spokane—Monroe Street.	Normal position of gate is across track. Movement must not be made until gate is open and proceed signal given from middle of street by a member of crew. Gate must be returned to normal position after each movement.
Spokane—Division Street.	Instructions for Monroe Street also apply at Division Street, except it is not necessary to send flagman ahead of train or engine when electric signals are operating covering movements on old main line. Unless absolutely necessary, movements across street must not be made between 6:00 AM and 8:00 AM, 11:30 AM and 1:30 PM, 5:00 PM and 7:00 PM. Between 6:00 AM and midnight, the number of movements across the street is limited to twenty, and the street must not be crossed when to do so would interrupt traffic.
Tekoa — County road at junction switch to McGoldrick's Spur.	Flagman must be on ground and stop traffic before movement is made over the crossing.

104 (R). Switches will be set normally at:

- Hooper Jet. (Connell Branch)—for line via Park;
- Seltice—for line via Colfax;
- Winona—for line via Colfax;
- Tucannon—for line via Pataha;
- Walla Walla passenger station, east switch to No. 2 track—for No. 2 track when passenger equipment is left on No. 1 track;
- Yakima, Walnut Street—for main switching lead.

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104 (S). Main track derails are located at the following points:

Pomeroy (opposite water tank) (90 feet west of section house)	Derail will be set in derailling position only when cars are left standing on main track above it.
Dayton (100 feet east of depot) (150 feet east of west switch to cannery track)	
McAdam (500 feet west of west switch)	Derail will be set in derailling position only when cars are spotted to foul the main track, or when the warehouse track switches are set so as to permit loaders to drop cars west onto main track.
Wacota (500 feet west of west switch)	
Estes (500 feet west of west switch)	
Sulphur (500 feet west of west switch)	
Wallace (M.P. 81.13)	Spring switch point set in derailling position at all times and must be changed for eastward movement.
Wallace (350 feet east of depot)	Derail will be set in derailling position only when passenger train is left standing on main track at the depot west of derail.
Gem (M.P. 84)	Derail will be set in derailling position only while switching is being done above it.
Burke (M.P. 86.3)	
Burke (M.P. 86.4)	Derail must be set in derailling position at all times.
Sierra Nevada Spur (300 feet east of refinery track switch)	Spring switch point must be set in derailling position at all times except when changed for descending movement.
Sierra Nevada Spur (west of No. 1 track switch at zinc plant)	Derail will be set in derailling position only when cars are left standing on main track above it.

105 (R). On Bridge 365.32 over Spokane River and Latah Creek between West Spokane and Cowles, and on Bridge 271.70 over Snake River between Joso and Chew, trainmen and enginemen must watch train and track closely and be prepared to stop should an emergency arise.

D-151 (R). At Spokane, between Union Station and cross-over near sand house at West Spokane, trains and engines may move against the current of traffic without being preceded by a flagman, except when a first class train is due or when the view is obscured.

200 (R). Lights will not be kept burning at night in train order signals on branches when operators are not on duty, and trains must be governed by the day indication of such signals.

208 (R). Except at initial stations, when a train's superiority is restricted for an opposing train at the point where the order is issued to it, the order must not be made complete to the train which is being advanced until the operator has placed two torpedoes on the rail not less than 1000 feet from the train order signal in the direction of the restricted train, and the train dispatcher has been notified that torpedoes have been placed.

208 (S). At Kennewick, when train order signal displays Stop indication, stop must be made before engine passes train order signal unless proceed signal is received from operator.

209 (R). Operators must not typewrite Union Pacific train orders or clearances.

402 (R). At Pendleton, before using extension of track 6, Washington Division and Northern Pacific trains will obtain verbal authority from train dispatcher at La Grande before passing Signal 2165.

509 (R). On Yakima Branch, between M.P. 41 and M.P. 42, slide detector signals, designated by triangular number plates, are in service. When signal displays Stop indication, train must stop before passing and may then proceed at restricted speed to signal at opposite end of protected territory, looking out for damaged rail or obstruction, and wire report must be made to chief dispatcher and superintendent.

509 (S). Between Spokane and Umatilla and between Spokane and Manito, Rule S-509 (A) applies.

512 (R). At Marengo, dwarf signal governs movements from east leg of wye to main track. After switch is opened, signal will display yellow indication when block is clear, except when block is occupied west of Signal 3066, signal will not display yellow indication until three minutes after switch is opened.

605 (R). To indicate the route to be used through interlocking, the following whistle signals will be used:

At N. P. Crossing, Spokane:
For Spokane Union Station . . . o o o
For old yard o o o o
For East Spokane o o o o
For N. P. transfer o o o
For G. N. transfer ———

663 (R). At Columbia River Bridge, M.P. 7.44 Yakima Branch, trains are governed by semi-automatic interlocking signals. When signal displays Stop indication, a flagman must be sent to drawbridge to give proceed signal if derail and draw span are properly closed. Before proceeding, engineer must sound two long blasts of engine whistle and must move at restricted speed.

Eastward trains stopped at this bridge must stand clear of N. P. crossing, Villard.

663 (S). At Yakima River Bridge, M.P. 89.35, Yakima Branch, trains and engines are governed by automatic interlocking signals and must approach gauntlet track at restricted speed. A train or engine stopped by an interlocking signal must comply with Rule 672. If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing gauntlet track.

708 (R). Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel engine on freight or passenger train.

711 (R). The following passengers only may be carried on freight trains between stations at which the trains stop:

- Persons in charge of live stock or other freight when provided with proper transportation;
- Employees of Union Pacific Railroad with annual pass when traveling on company business requiring use of freight trains;
- Other persons with annual or trip pass only when endorsed “Good on Freight Trains”;
- Passengers holding revenue tickets with permit issued by superintendent;
- Passengers with tickets on trains 365 and 366 between Dayton and Walla Walla. Agents and conductors must notify passengers, stockmen, messengers and caretakers that they must ride in the place provided for them, and must not get on or off caboose, drover cars or other cars while train is in motion, and that in all cases the train will be stopped at designated points for this purpose.

726 (R). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Placards on Cars

BE 589 (a)(1). A car requiring car certificates and "Explosives", "Dangerous", or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point.

BE 589 (a)(2). At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives or Poison Gas

BE 589 (b)(1). A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," or placarded "Poison Gas." No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

BE 589 (b)(2). When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (b)(3). Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (c)(1). In switching operations where use of hand brakes is not necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (c)(2). In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives, in Yards, on Sidings, or Side Tracks

BE 589 (d)(1). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Train

BE 589 (e)(1). At all terminals or other places where trains are made up, the railroad shall execute a consecutively numbered notice showing the location in the freight train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Train of Cars Containing Explosives

BE 589 (f)(1). In a train either standing or during transportation thereof, a car placarded "Explosives" shall, when the length of the train permits, be not nearer than the sixteenth car from both the engine or occupied caboose; and shall, when the length of the train will not permit them to be so placed, be as near as possible to the middle of the train.

Continued opposite side.

726 (R).—Continued.

BE 589 (f)(2). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to any car placarded "Dangerous." A car placarded "Explosives" or a placarded loaded tank car shall not be next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Engine. (Except when train consists only of placarded loaded tank cars.)
4. Car placarded "Poison Gas."
5. Wooden under-frame car.
6. Loaded flat car.
7. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
8. Car equipped with automatic refrigeration of the gas-burning type.
9. Car containing lighted heaters, stoves, or lanterns.
10. Car loaded with live animals or fowl, occupied by an attendant.
11. Occupied caboose. (Except when train consists only of placarded loaded tank cars.)

Position in Train of Loaded Placarded Tank Cars

BE 589 (g)(1). In a train either at rest or during transportation thereof, a placarded loaded tank car shall not, when the length of the train permits, be nearer than the sixth car from the engine or occupied caboose, but in no instance nearer than the second car in such train unless the entire train consists of such cars.

Position in Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (h)(1). In a train either at rest or during transportation, a car placarded "Poison Gas" or containing poison liquid Class A shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Occupied by Cars Carrying Gas Handling Crews

BE 589 (i)(1). A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

Cars Containing Explosives or Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589 (j)(1). Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains, but only between points between which freight train service is not operated.

BE 589 (j)(2). Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in sec. 589 (i)(1).

BE 589 (j)(3). When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by these regulations.

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

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727 (R). There are close clearances above and at the side of main tracks as follows, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks. (See Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes.....	Side.
Sixth Subdivision		
M.P. 199.93.....	Bridge.....	Side.
M.P. 210.11.....	Bridge.....	Side.
M.P. 229.5.....	Tunnel No. 7.....	Top and side.
M.P. 235.02.....	Tunnel No. 8.....	Top and side.
M.P. 242.4.....	Tunnel No. 9.....	Top and side.
M.P. 275.1.....	Tunnel No. 10.....	Top and side.
M.P. 275.5.....	Tunnel No. 11.....	Top and side.
M.P. 276.0.....	Tunnel No. 12.....	Top and side.
M.P. 276.3.....	Tunnel No. 13.....	Top and side.
M.P. 276.5.....	Tunnel No. 14.....	Top and side.
M.P. 278.36.....	Overhead bridge.....	Top and side.
M.P. 281.3.....	Tunnel No. 15.....	Top and side.
M.P. 286.78.....	Overhead bridge.....	Top and side.
M.P. 292.1.....	Tunnel No. 16.....	Top and side.
M.P. 294.4.....	Tunnel No. 17.....	Top and side.
M.P. 305.62.....	Overhead bridge.....	Top and side.
Marengo.....	Oil tank spout.....	Top and side.
M.P. 325.70.....	Overhead bridge.....	Top and side.
M.P. 329.46.....	Overhead bridge.....	Top and side.
M.P. 337.20.....	Overhead bridge.....	Top and side.
M.P. 352.13.....	Bridge.....	Side.
M.P. 353.57.....	Overhead bridge.....	Top.
M.P. 353.94.....	Overhead bridge.....	Top.
M.P. 357.48.....	Overhead bridge.....	Top and side.
M.P. 357.95.....	Overhead bridge.....	Top and side.
M.P. 358.22.....	Overhead bridge.....	Side.
M.P. 363.76.....	Overhead bridge.....	Side.
Spokane.....	Umbrella sheds.....	Side.
Yakima Branch		
M.P. 7.44.....	Bridge.....	Top and side.
M.P. 11.52.....	Bridge.....	Side.
M.P. 14.16.....	Overhead bridge.....	Top and side.
M.P. 16.06.....	Bridge.....	Side.
M.P. 24.35.....	Overhead bridge.....	Top.
M.P. 35.89.....	Bridge.....	Top and side.
M.P. 53.36.....	Bridge.....	Side.
M.P. 56.83.....	Bridge.....	Side.
M.P. 58.03.....	Bridge.....	Side.
M.P. 58.19.....	Bridge.....	Side.
M.P. 73.03.....	Bridge.....	Side.
M.P. 73.20.....	Bridge.....	Side.
M.P. 73.30.....	Bridge.....	Side.
M.P. 89.35.....	Bridge.....	Top and side.
Union Gap.....	Overhead bridge.....	Top.
Yakima, First Avenue and C Street.....	Traffic light.....	Top.

Continued opposite side.

727 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Tekoa-Ayer Branch		
M.P. 17.23.....	Bridge.....	Top and side.
M.P. 19.96.....	Bridge.....	Side.
M.P. 26.73.....	Bridge.....	Side.
M.P. 77.23.....	Bridge.....	Top and side.
M.P. 90.27.....	Bridge.....	Top and side.
M.P. 93.01.....	Bridge.....	Side.
M.P. 94.70.....	Overhead bridge.....	Top.
M.P. 98.03.....	Bridge.....	Side.
M.P. 112.97.....	Overhead bridge.....	Top.
M.P. 115.79.....	Bridge.....	Side.
M.P. 115.86.....	Overhead bridge.....	Top.
Spokane-Tekoa Branch		
M.P. 143.67.....	Overhead bridge.....	Side.
M.P. 163.56.....	Bridge.....	Side.
M.P. 164.06.....	Bridge.....	Top and side.
Spokane.....	Market Street bridge.....	Top and side.
Spokane.....	Division Street bridge.....	Top.
Spokane.....	Tunnel, westward track.....	Top and side.
Spokane.....	Tunnel, eastward track.....	Top and side.
Moscow Branch		
M.P. 8.54.....	Bridge.....	Top and side.
M.P. 18.77.....	Bridge.....	Top.
M.P. 18.97.....	Bridge.....	Top and side.
M.P. 19.28.....	Overhead bridge.....	Top.
Wallace Branch		
M.P. 0.14.....	Bridge.....	Side.
M.P. 16.30.....	Bridge.....	Top and side.
M.P. 23.45.....	Bridge.....	Top and side.
M.P. 55.56.....	Bridge.....	Side.
M.P. 58.01.....	Bridge.....	Top and side.
M.P. 62.14.....	Bridge.....	Top and side.
M.P. 63.48.....	Bridge.....	Top and side.
M.P. 64.03.....	Bridge.....	Side.
M.P. 72.59.....	Bridge.....	Side.
M.P. 79.36.....	Bridge.....	Top and side.
Tekoa-Ayer Branch via St. John		
M.P. 1.51.....	Bridge.....	Top and side.
M.P. 41.21.....	Overhead bridge.....	Top.
Tucannon-Pendleton Branch		
M.P. 0.51.....	Bridge.....	Top.
M.P. 36.86.....	Bridge.....	Side.
M.P. 74.14.....	Overhead bridge.....	Top and side.
Wallula Branch		
M.P. 10.01.....	Overhead bridge.....	Top and side.
M.P. 14.32.....	Bridge.....	Side.
Connell Branch		
M.P. 15.13.....	Bridge.....	Side.
M.P. 15.71.....	Overhead bridge.....	Top and side.

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727 (V). Trains handling cars or loads of excess height or in excess of 12 feet in width must keep close lookout for close clearances and where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Cars of excess height, as per stencil or placard, must not be switched with except in placing them in and taking them out of trains. In switching movements such cars must not be cut off while in motion, but must be shoved to a stop with air brakes operative. No one will be permitted to ride on top of such cars.

Loads of excess width must not be stored on nor moved over yard tracks where clearance is insufficient, unless there is an intervening track between trains or cars containing loads of excess width. No one will be permitted to ride on the side of such cars.

Trains handling wide loads must obtain meeting or passing order with other trains handling wide loads at stations where they will have a track between them.

When a train which is handling a wide load is notified by train order of another train handling a wide load, the train dispatcher must be notified so that meeting or passing point can be arranged.

Crews of trains receiving notice of wide load in other trains must inspect their train for open or swinging doors or anything projecting beyond normal clearance.

727 (W). Pennsylvania box cars, series 36987-37090 inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches. The handling of these cars must be closely watched when movements made over yard, warehouse and industrial tracks and tracks adjacent to umbrella and train sheds at passenger stations, to know there is sufficient clearance.

728 (R). The maximum gross weight of cars that may be handled between stations is shown below:

Umatilla to Manito, via Ayer, Marengo and Spokane—No limit.

Between Riparia and Tucannon —210,000 lbs.

Between Hooper Jct. and Connell —200,000 lbs.

All other —200,000 lbs.

Exception: Pile driver 0321 weighing 222,200 pounds, may be handled on all branch lines except Dayton and Pomeroy Branches and between Hooper Jct. and Connell on Connell Branch.

When handling pile driver 0321, or a car weighing 210,000 pounds gross over Bridge 17.23 at Riparia, there must be at least four cars between such car or pile driver and engine or between pile driver and any car weighing more than 160,000 pounds gross.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

733 (S). Dangerous gases, present in exhausts from Diesel locomotives, Clarkson Steam Generator, or engines of Waukesha air conditioning equipment may cause incapacitation or fatalities if in sufficient concentration as might result when a Diesel locomotive is stopped in a tunnel. These gases are not generally associated with the obnoxious odors given off by the exhausts of gasoline engines, and cannot be readily detected even in dangerous quantities.

When a Diesel locomotive is stopped in a tunnel under conditions preventing prompt movement, Diesel engines must be promptly shut down, Clarkson Steam Generator shut off, and passenger cars equipped with Waukesha air conditioning systems must have both the ice engine and engine generator shut off. Fresh air intakes on such cars must be closed, and circulating fans shut off.

When Diesel propulsion engines are shut off, air brakes must be fully applied and, in addition, a chain must be placed securely at front and rear of a traction wheel for blocking and sufficient hand brakes must be applied throughout the train to prevent movement should air brakes leak off.

Continued opposite side.

803 (R). Cars may be placed for loading and storage on all industrial tracks and all sidings equipped with derails.

805 (R). At Ayer, Walla Walla, Yakima, Tekoa and Spokane, caboose track switches must be kept lined and locked for running lead. Before coupling to cabooses on such tracks, caboose supply employees on or about cabooses must be warned before couplings are made.

805 (S). Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of train, the drover cars must first be vacated. Switching must not be done with drover cars, except in handling to or from trains.

805 (T). When coupling an engine or cars to passenger equipment, coupling must be tested by stretching slack after coupling is made.

After coupling to cars standing on grade, slack must be stretched and it must be known that air brakes are fully charged before releasing hand brakes.

After coupling a tightlock coupler to any coupler, it must be seen that knuckle is securely locked in closed position.

When coupling other type coupler to tightlock coupler, knuckle on tightlock coupler must be closed and knuckle on other coupler must be open, to be closed by impact of car.

After cars are coupled, tightlock couplers must be inspected to see that tell-tale hole is visible just below bottom of coupler head and that knuckle is locked.

805 (U). All persons are prohibited from riding in cars while being switched, which are in process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched with until cars are vacated.

806 (R). Stock cars equipped with roller bearings will start with much less effort than those otherwise equipped. When such cars are set out, either in yards or on line, hand brakes must be set in accordance with Rule 806, if there is any possibility of their moving.

811 (R). Freight cars with bad order couplers may be handled in trains only under the following conditions:

When containing live stock or perishables, may be chained up in train and handled to first repair point;

When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out;

When loaded or empty, may be handled behind the caboose to destination or to first terminal, provided the good coupler can be coupled to the caboose and in addition is secured by chain, and has air and hand brakes operative. On ascending grades a trainman must ride such car.

812 (R). On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer, and on passenger cars including streamline equipment one inch or longer, are condemnable and when discovered in train, conductor or engineer must immediately report to chief dispatcher and be governed by his instructions.

812 (S). Freight trains must stop and entire train must be inspected by train crew at the following points:

Marengo —Eastward and westward;

Ash, Page, Simmons,

Walker Pit or Scott —Westward.

812 (T). When leaving regular inspection points, a trainman must be at head end of train and make careful inspection of train as it pulls by, giving particular attention to brake equipment.

733 (S).—Continued.

During freezing weather, when Diesel engines are shut down, cooling water must be drained to winter level and if necessary to prevent damage to engine must be drained completely.

Local conditions must be carefully considered, as there may be situations where the exhaust gases are being carried away from the train by air currents, or where proximity to tunnel opening would make it unnecessary to shut down these engines. Safety of passengers and members of the crew must be the first consideration.

Train dispatcher should be notified immediately so that proper arrangements can be made for protection of persons and equipment.

734 (R). Power transmission wires carrying 2300 volts are located on top cross-arm of signal pole line.

800 (R). Flangers on snow plows, spreaders and engines so equipped must be raised when passing over bridges, highway crossings, railroad crossings, frogs and switches and through interlocking limits.

802 (R). Cars designated below must be handled in rear of train, and next to caboose in the order named:

Drover cars, occupied or unoccupied;

Wooden underframe cars;

Scale test cars;

Any car unsafe to be handled in head end of train;

Cars with emergency couplers;

Cars tagged "Handle Only at Rear End of Train";

Outfit cars.

Steel underframe outfit cars may be handled on head end of train when cars are to be set out or are picked up between terminals.

Rotary snow plows handled in freight trains must be next to the caboose with rotary wheel to the rear.

Live stock must be handled in head end of train when practicable. Horses moving in stock cars must be handled at least three cars from the engine.

In freight trains consisting of over 75 cars, passenger express refrigerators must be handled on rear of train not more than fifteen cars from caboose, except between Wallula and Umatilla when it would cause delay or extra switching.

802 (S). In handling a dead engine it must be placed twelve cars behind the road engine, and if a second dead engine is in the train, the second dead engine should be twenty-five cars behind the road engine. In handling three dead engines in train, fifteen cars must be placed between each engine.

Dead engines, disabled engines or engines with one or more rods removed must not be moved in fast trains when possible to avoid it.

With a side rod or main rod removed, a speed of 15 miles per hour must not be exceeded.

With side rods and main rods in place, the speed may be increased to 25 miles per hour, unless otherwise restricted.

Shay, Climax, Heisler and similar type engines, when not in gear, may be handled at speed permitted for freight trains unless waybill specifies a lower speed, or attendant makes written request for a lower speed.

802 (T). On freight train, when not used on head end, helper engine must be cut in on rear as close ahead of caboose as conditions permit but always ahead of cars listed in Special Instruction 802 (R).

802 (U). An engine in helper service equipped with pilot plow requiring extension coupler must be placed at head end of train.

802 (V). Engines must not be double-headed over Snake River Bridge 17.23 at Riparia. When more than one engine in train, additional engines must be cut back in train.

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817 (R). Between Tekoa and Chatcolet, engines must not be run backward in helper service where wye tracks or turntables are available, except in an emergency. When such back-up movement is necessary, engineer must obtain authority from train dispatcher.

819 (R). At Ayer, Walla Walla, Wallula, Yakima, Tekoa and Spokane, road engines and trains, and yard movements approaching leads, must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Before a train starts out of yard track, brakeman will precede the movement to a point where it is known route is clear.

Before a light engine starts out of yard track, the engineer and fireman must know that switches are properly lined and that route is clear.

821 (R). Rear of lounge cars operating in "City of Portland" must not be coupled into with passenger car equipped with diaphragm, account insufficient clearance.

854 (R). On multiple unit Diesel engine, not more than four men may ride in cab of leading unit. On freight train when cab is occupied by four men, head brakeman will ride in cab of trailing unit.

923 (R). Diesel-electric locomotives must not be operated in road service, except by an engineer who has been qualified by proper officer for Diesel-electric road service.

923 (S). Duties of firemen on multiple unit Diesel-electric road locomotives:

On Diesel-electric through passenger trains that make few or no stops, fireman will remain in control room at all times when train is in motion.

At initial terminals, before departure, fireman will go through engine rooms and make careful inspection of gauge indications, oil levels, engine temperatures and shutter controls. Any unusual conditions detected or irregularities found must be reported to engineer.

At all intermediate stations or stops, when time permits, fireman will make same observations in engine rooms as outlined above.

At points where firemen change, incoming fireman will assist outgoing fireman in inspecting gauges, blowing boilers and other required duties.

At stations where locomotive is to be detached, fireman will close main valve to train heat line.

When locomotive is coupled to train at initial or intermediate station, or where cars are cut in or cut out of train, fireman, on request or proper signal, will open main valve to train heat line. Unless locomotive equipped with remote control valve, opening or closing of main valve to train heat must be done while train is standing.

Warning lights located in cab on left side of panel board indicate:

1. Low oil pressure;

2. Hot engine;

3. Fire out in steam heat generator.

Warning bell located in cab will ring when any of the above indications are displayed. If necessary, train must be stopped for inspection and necessary attention.

925 (R). Except where blow-down boxes are provided, engineers must not use sludge removers when engines are standing.

Sludge removers must not be used while:

Moving through stations or terminals when adjacent to buildings or switches;

Passing block signals, CTC instrument houses or relay boxes;

Passing coal chutes;

Passing through truss or girder bridges;

Passing through, or immediately adjacent to tunnels.

When required by roundhouse employe, engineer will open sludge remover at terminal only enough and only a sufficient length of time to permit taking water sample.

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Effective October 28, 1947, Rule 726 (R) of Special Instructions No. 7, Oregon Division, which also includes former Washington Division, is revised as follows:

726 (R). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governed the handling of them.

Placards on Cars

BE 589(a)(1) A car requiring car certificates and "Explosives", "Dangerous" or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point and those not required must be removed.

BE 589(a)(2) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives or Poison Gas

BE 589(b)(1) A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives", or placarded "Poison Gas". No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

BE 589(b)(2) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589(b)(3) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589(c)(1) In switching operations where use of hand brakes is not necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589(c)(2) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives, in Yards, on Sidings, or Sidetracks

BE 589(d)(1) Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Train

BE 589(e)(1) At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Train of Cars Containing Explosives

BE 589(f)(1) In a train standing or during transportation thereof, a car placarded "Explosives" shall, when the length of the train permits, be not nearer than the sixteenth car from both the engine or occupied caboose; and shall when the length of the train will not permit them to be so placed, be as near as possible to the

middle of the train. When moved in a train engaged in "pickup" and "setoff" service it shall be placed not closer than the second car from the engine or second car from the caboose to avoid unnecessary switching and handling of such car enroute.

BE 589(f)(2) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to any car placarded "Dangerous". A car placarded "Explosives" or a placarded loaded tank car shall not be next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Engine. (Except when train consists only of placarded loaded tank cars.)
4. Car placarded "Poison Gas".
5. Wooden under-frame car.
6. Loaded flat car.
7. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
8. Car equipped with automatic refrigeration of the gas-burning type.
9. Car containing lighted heaters, stoves, or lanterns.
10. Car loaded with live animals or fowl, occupied by an attendant.
11. Occupied caboose. (Except when train consists only of placarded loaded tank cars.)

Position in Train of Loaded Placarded Tank Cars

BE 589(g)(1) In a train either standing or during transportation thereof, a placarded loaded tank shall not, when the length of the train permits, be nearer than the sixth car from the engine or occupied caboose, but in no instance nearer than the second car in such train unless the entire train consists of such cars, or the train is engaged in "pickup" and "setoff" service.

Position in Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589(h)(1) In a train either at rest or during transportation, a car placarded "Poison Gas" or containing poison liquid Class A shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

Position in Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Accompanied by Cars Carrying Gas Handling Crews

BE 589(i)(1) A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

Cars Containing Explosives or Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589(j)(1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains, but only between points between which freight train service is not operated.

BE 589(j)(2) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in sec. 589 (i) (1).

BE 589(j)(3) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by these regulations.

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

925 (R).—Continued.

Blow-off cocks must not be used:

- At stations or terminals when adjacent to buildings or switches;
- Near cars on adjacent tracks;
- Near block signals, CTC instrument houses or relay boxes;
- At coal chutes or water columns;
- On truss or girder bridges;
- On curves or near highways;
- Passing through, or immediately adjacent to tunnels.

Firemen must not open left blow-off cock unless so instructed by engineer.

934 (R). At Dorn, engines or cars must not go beyond spot for Powder House, located approximately 300 feet from switch on high line spur.

Engines of any class must not go on the following tracks:

- Spokane —McGoldrick log rollway;
- Walla Walla —Switch-back curve leading to Libby, McNeil & Libby plant, except standard switch engines may go on this track;
- Bradley —Empire State and Sweeney Mill scale tracks beyond a point 350 feet from switches connecting with Sierra Nevada spur, and cars also prohibited thereon;
- Gem —Highline coal trestle or ore bins.

700 class and heavier engines, except 1733 to 1741 inclusive, must not go on the following tracks:

- Tekoa —East switch elevator track, except engines 705 and 707 may operate on this track;
—McGoldrick Lumber Company spur, except engines 705 and 707 may operate on this track;
- Walla Walla —Rose Street cross-over, except engines 705 and 707 may operate on this track;
—Gardeners' Association track, except engines 705 and 707 may operate on this track;
—Eureka Mill track;
—Pacific Fruit spur;
—Cannery spur;
—Garden City Mill track;
- Yakima —East of "A" Street; when switching between Walnut and "A" Streets, engine will hold onto sufficient cars to make it unnecessary to put engines through lead tracks connecting with Seattle main;
- Sunnyside —Trailing point movement only through east switch runaround track at N. P. transfer.

730 class and heavier engines must not go on following tracks:

- Walla Walla —Dixie-Dudley;
- Riparia —Spurs 1, 2 and 3.

2100 class and heavier engines must not go on following tracks:

- Spokane —Spokane Flour Mill trestle;
—Centennial Mill scale;
- East Spokane —New industrial trackage;
- Walla Walla —Switches at east end of tracks 2 and 3;
—Old N. P. transfer;
—All industry tracks;
—West leg of wye, except that 2100 class engines may head around from passenger station;
- Milton —Mill track;
—Utah Cannery track;
—East end of Valley Feed track;

Continued opposite side.

934 (R).—Continued.

- Colfax —East leg of wye;
- Kellogg —Sierra Nevada spur;
- Wallace —Standard Oil, except 2100 class may use;
—Coeur d'Alene Hardware.

5400 class and heavier engines must not go on the following tracks:

- Hooper Jct. —West leg of wye;
- Attalia —Hole track, or wye;
- Wallula —N. P. 1, 2, 3.
—O. W. 1, 2, 3;
—N. P. main beyond O. W. 1 east switch;
—West switch north pass.

AIR BRAKES

1006 (R). Engines in freight or mixed train service will carry 90 pounds brake pipe pressure on the Sierra Nevada Spur, between Wallace and Burke and on descending grades between Crest and Colfax, Starbuck and Bolles, Barrett and Weston, Lovell and Chatcolet.

Engines in passenger service on main line will carry 110 pounds brake pipe pressure and on all branch lines will carry 90 pounds brake pipe pressure.

1018 (R). Air Brake Rule 1018 is changed to read:

"Speed governor control with high speed control brake equipment must be in operation on passenger train cars so equipped, when handled in passenger trains and must be made inoperative when such cars are handled in freight and mixed trains. Toggle switch located adjacent to air brake control relay cabinet controls operation of speed governor control and must be placed in 'On' position for operation and in 'Off' position to discontinue operation. Safety valve on D-22 control valve must be adjusted to 75 pounds air pressure when speed governor control is in operation and this safety valve must be adjusted to 60 pounds air pressure when speed governor control is not in operation."

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed using sand where necessary to overcome slippery condition caused by use of calcium chloride solution used by rail car.

1035 (R). Running test as prescribed in Air Brake Rules 1035, 1035 (A), 1035 (B) and 1035 (C) must be made before descending grades as follows:

- Spokane-Tekoa Branch —eastward trains at Darknell and Freeman;
- Tekoa-Ayer Branch —westward trains at Jerita;
—eastward trains at Crest;
- Tucannon-Pendleton Branch —eastward trains at Weston;
—eastward and westward trains at Alto;
- Wallace Branch —eastward and westward trains at Watt;
—eastward trains at Burke.

1035 (S). At Spokane Union Station, passenger trains will make running air test only after leaving the elevated structure.

1040 (R). Before descending grade Jerita to Hay, Mica to Chester and Watt to Lovell, after stop has been made, brakes must be fully applied and before proceeding it must be known that brake pipe pressure is restored as indicated by caboose gauge, and that rear brakes are released. In the absence of caboose gauge, application and release test of brake on rear car must be made as prescribed in Rule 1040.

1041 (R). Brake pipe test, as prescribed in Air Brake Rule 1041, must be made on all freight trains before descending grade Weston to Barrett, Alto to Starbuck, Alto to Menoken, Crest to Colfax, Watt to Chatcolet, Burke to Wallace, Sierra Nevada Branch end of track to Bradley.

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1042 (R). On passenger trains designated in Special Instructions 1035 (R), all retaining valves must be used, except on passenger trains of less than 4 cars on Spokane-Tekoa Branch and Wallace Branch.

On freight trains descending grades Mica to Chester and Darknell to Rockford and on freight and mixed trains Jerita to Hay, Alto to Menoken, Turner to Dayton, trains averaging not to exceed fifty gross tons per car, may be handled without the use of retaining valves. On trains averaging to exceed fifty gross tons per car, one-half of all retaining valves must be used. Retaining valves must be used consecutively from head end of train.

On freight and mixed trains Crest to Colfax, Alto to Starbuck, Weston to Barrett, Burke to Wallace and Sierra Nevada Branch end of track to Bradley, all retaining valves must be used.

Freight trains descending grades between Watt and Lovell and between Watt and Chatcolet, if engineer finds it difficult to hold train or to recharge train, he will request train crew to turn up sufficient retaining valves necessary to insure safe control of train, stopping train if necessary.

On freight trains, trainmen must patrol top of train where retaining valves are used.

1042 (S). When retaining valves are used, freight and mixed trains will use five minutes moving first mile after turning up retaining valves, four minutes moving second mile and three minutes moving each mile thereafter, except where slower speed is otherwise prescribed.

1042 (T). On the following branches, gross weight of train, exclusive of engine and tender, must not exceed an average of sixty-five tons per effective brake:

- Tekoa-Ayer Branch —between Crest and Colfax;
- Pendleton Branch —between Weston and Barrett;
- Pendleton Branch —between Alto and Starbuck.

1046 (R). Eastward freight and mixed trains must stop at Blue Mountain and Relief and remain standing ten minutes to allow wheels to cool.

1093 (R). Following has been added to Air Brake Rule 1093 (I):

If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.