

UNION PACIFIC RAILROAD COMPANY
Northwestern District
Oregon Division

**SPOKANE INTERNATIONAL
RAILROAD COMPANY**

**Special
Instructions
No. 17**

**Effective Friday
July 1, 1966**

Superseding Special Instructions No. 16

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

G. H. BAKER,
General Manager

W. J. FOX,
General Superintendent

W. G. JOHNSON,
Superintendent

NOTE: Changes in this issue are printed in type same as this.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS
(U.P.R.R. Co. Oregon Division and S.I.R.R. Co.)

Note.—Referring to note on page 14 of Consolidated Code of Operating Rules: The term “conductor” as used in Operating Rules, special instructions and superintendent’s bulletins and notices also applies to engine herders.

Railroad Watches

2 (R). Rule 2 of the Consolidated Code of Operating Rules is cancelled. The following will govern:

Employees listed below must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

- Employees in train, engine or yard service.
- Assistant Superintendents of Safety and Courtesy
- Terminal Superintendents
- Trainmasters
- Assistant Terminal Superintendents
- Road Foremen of Engines
- †Station Agents
- †Operators
- Outside Hostler Helpers
- Such other employees as may be designated.

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

(*A railroad grade watch is a pocket watch which is equipped with a lever set, or a wrist watch of approved type.)

Wrist watches approved under this revision are:
Ball “Official Railroad Standard” Model 1604B, 21 jewel, size 13 ligne;
Bulova “Accutron-Railroad Approved” model;
Elgin “B. W. Raymond” model, 23 jewel, size 13/0;
Hamilton electric Model 505 “Railroad Special”;
Longines Model “T-905” Railroad Watch.

2 (S). At stations where there is no standard clock, operators must compare time with the train dispatcher as soon as practicable after commencing each day’s work, but before making time comparisons with other employees.

3. (R). Operating Rule 3 (C) is changed to read:
“Train dispatchers and employees governed by time service rules must not have a watch, other than a railroad grade watch, in their possession while on duty.”

Signals

7 (R). Employees on trains and engines which operate in territory where they are governed by the rules of another railroad, must provide themselves with necessary signal equipment to fully comply with such rules.

7 (S). When starting trains with helper on rear end of train, and it is not possible to relay signals, the following method will be used:

When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

8 (R). Yellow flags by day and yellow lights by night will be used by switchtenders and herders.

Proceed signals as well as stop signals given by switchtenders must be answered.

Reduce and Resume Speed Signs

10 (R). Reduced Speed sign showing by figures the maximum speed permitted, placed on engineer’s side of track, indicates that the track 2500 feet distant is in condition for a speed of not more than indicated by the sign. Example: 60-25 will indicate maximum speed of 60 MPH for passenger trains, 25 MPH for freight trains.

Resume Speed sign placed on engineer’s side of track, indicates that the Reduce Speed location has been passed.

The entire train must pass over the designated location at the specified speed.

Such speed restrictions will also be shown in time-table or superintendent’s bulletin.

Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (1), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

Communicating Signals

16 (R). Rule 16 (e) of the Consolidated Code of Operating Rules is changed to read:

- One long sound of communicating signal
- When standing—apply or release air brakes;
- When running—approaching meeting or waiting points as prescribed by Rule S-90; brakes sticking; look back for hand signals.

Headlights

17 (R). In territory where there is no joint operation with another railroad, Rule 17 (C) of the Consolidated Code of Operating Rules is modified to read:

“Oscillating white headlight on engines so equipped must be displayed by night while passing through cities and towns and while approaching and passing over public crossings at grade.”

Markers and Rear End Lights

19 (R). On portions of the division where there is no joint operation of trains with another company, in complying with Operating Rule 19 (A) at night when a red light is not available, a marker lamp must be securely fastened to rear end of rear car so as to display red light to rear.

19 (S). Where rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, D-19, 19 (A) and 19 (B). When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and the auxiliary marker must display green light to rear. Rear trainman is responsible for proper display of the auxiliary marker as well as the rear end light.

19 (T). Red reflectorized disc with hinged cover applied to cabooses and car body type units is for emergency use only and must be concealed except under the following conditions:

On cabooses so equipped, when electric markers fail at night, and on units so equipped when rules require display of markers and marker lamps are not available, red reflectorized disc must be displayed to rear when train is on main track. When train is clear of main track, except in CTC territory, red reflectorized disc must be concealed.

When red reflectorized disc is displayed, red light prescribed by Rule 19 (A) need not be displayed.

These instructions apply only on lines operated by the Union Pacific.

Indicators

24 (R). Display of train number in indicators is discontinued. Unit number will be permanently displayed in indicators on each unit so equipped.

Rules 24 and 24 (A) of Consolidated Code of Operating Rules are cancelled.
Rule 24 (B) will govern.

Conditional Stops

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

Flag Protection

99 (R). Referring to Operating Rule 99 and second paragraph of Rule 99 (A).

On lines operated by the Union Pacific Railroad Company, when a train stops on main track where rear of train is protected by a continuous block signal system, flagman must go back immediately with flagman’s signals, but need go back only a sufficient distance to insure full protection against following trains moving at restricted speed.

(Continued on page 3.)

99 (R) Continued.

cient distance to insure full protection against following trains moving at restricted speed.

This is no way modifies the requirements for full flag protection under other circumstances or where protection in accordance with Rule 99 is required by other rules.

99 (S). Referring to Rule 99 of the Consolidated Code of Operating Rules, applicable only on the Union Pacific Oregon Division and Spokane International Railroad.

The eighth paragraph of this rule, which is the last paragraph on Page 52, and relates to the flagman taking position 60 feet from rear of a passenger train when rules or conditions do not require protection in accordance with Rule 99, is cancelled.

This does not modify the corresponding requirement of Rule 99 which applies when operating over the tracks of other railroads.

99 (F). In moving from siding or other track to a main track, except in yard limits or in CTC territory, a trainman must be at rear of train, and where conditions require, protection must be provided as prescribed by Rule 99.

99 (U). Maintenance of Way Rule 99 (F), the first paragraph of which has been revised, now reads as follows:

“99 (F). When an employe alone, finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night between the rails of the track, or on the engineer’s side of the track, in both directions one-eighth mile (660 feet) from the point of obstruction. After red signals are placed, he must go in one direction and place two torpedoes on rail one-half mile from red signal and an additional set of two torpedoes one and one-half miles from red signal, then place torpedoes in same manner in opposite direction. When signals have been placed, flagman must return to point of obstruction, where he must remain until relieved by another flagman, except that if a train approaches he must go toward it and flag it with hand signals.

“During foggy or stormy weather and in vicinity of obscured curves or heavy descending grades, or if other conditions make it necessary, he must increase the distance, placing two torpedoes at every one-fourth mile beyond the second set of torpedoes.

“On single track, or if more than one track is obstructed on double track, he must go first in the direction from which the first train is expected and, in addition, in case more than one track is obstructed, he must place signals in same manner on all tracks obstructed. On a heavy grade, if it is not known from which direction a train is first expected, he must place signals first against trains moving down grade.

“On double track, if only one track is obstructed, he must go first against the current of traffic unless he has information that a train will arrive first from the opposite direction.

“If defect in track or bridge is such that it is considered safe for train to proceed from the red signals when preceded by a flagman, section foreman may attach written information to the red signals, reading: ‘Train may proceed when preceded by a flagman, but must move at restricted speed.’”

Public Crossings

103 (R). At public crossings protected by automatic crossing signals, bells or gates, when a train, engine, or switching movement has been delayed or stopped within 1500 feet of such crossing, any further movement, either forward or reverse, toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for sufficient time to stop highway traffic. In case the crossing signals are not operating for the movement, crossing must be protected by a member of the crew, unless a crossing watchman is on duty.

When a train, engine or switching movement is to be made against the normal current of traffic over a public crossing protected by automatic crossing signals, bells or gates, a member of the crew must protect the crossing, unless a crossing watchman is on duty.

Riding Leading End of Engines

103 (S). Unless otherwise provided, in switching, when there are no cars ahead of the engine, a trainman (and not more than one) must ride on leading platform or side steps of engine in direction the engine is moving.

EXCEPTION: Trainman need not ride on front of diesel switch engine as required by this rule under the following conditions:

When the switches to be passed over can be plainly seen to be properly lined;

Where the movement is over a public crossing protected by a crossing watchman.

Switches

104 (R). Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in CTC territory.

104 (S). For movement through a spring switch where engine does not precede the cars, switch must be operated by hand.

Train Order Signals

200 (R). Unless otherwise provided, when train order signal indicates “Stop” (Rule 200A), trains must stop for orders unless clearance is received.

200 (S). 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.

Train Orders

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. In addition, the restricted train must be brought to a stop by operator, using red flag or red fusee, before the train dispatcher OK’s the clearance.

209 (R). “Operators must not typewrite Union Pacific or Spokane International train orders.”

General Description of Signals

On the Union Pacific, the home arm of semaphore signal is red with a square end; the home block signal arm has a white stripe, the home interlocking arm has no stripe. The approach arm of a semaphore signal is yellow with forked end and for both block and interlocking has a black stripe. All color light signals are home signals.

Stop signals in CTC territory are marked by a plate bearing the letter “A.”

Unless otherwise indicated, where two or more home signals are located on the same mast, the upper signal will govern main route and the lower signal or signals will govern diverging route or routes.

240 (R). Slide Warning Indicator

Rule	ASPECT
240-R	SLIDE WARNING INDICATOR (To apply to trains governed by fixed signal to which connected)  ILLUMINATED

NAME OF INDICATION—SLIDE WARNING

When block signal indicates Stop (Rule 240-A) and illuminated “F” is displayed on slide warning indicator, train or engine may, after stopping, proceed at restricted speed to next signal without sending flagman ahead, but keeping close lookout for rocks or other obstructions, broken, bent or damaged rail.

Use of Sand

247 (R). In moving over CTC, dual control, remote or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.

Centralized Traffic Control System

267 (R). Where movement is entirely in CTC territory, trains need not receive Clearance Form A.

Unless otherwise provided, a train or engine must not enter CTC territory unless authorized by Clearance Form B or Form C except for yard movements. Clearance Form C must be received to authorize track and time limits in accordance with Operating Rule 271. Clearance Form C must also be received to authorize a train or engine to proceed from a Stop indication as provided in Operating Rule 269 except when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

Trains in turn-around or work train service, must receive Clearance Form B at start of tour of duty. This clearance is authority for movement in CTC territory during continuous tour of duty without receipt of additional Clearance Form B, being governed by signal indications and instructions from dispatcher.

Helper engines cut off between terminals need not receive Clearance Form B for additional movements in CTC territory, but must be governed by signal indications and instructions from dispatcher.

269 (R). In CTC territory, when flagging from a Stop signal in accordance with Rule 269, train or engine must not pass next point of communication except on signal indication or further authority from control operator.

275 (R). After passing a signal governing movement over a dual control switch, if train or engine stops before entire movement has passed next opposing signal and it is necessary to make a reverse movement, a member of the crew must so advise dispatcher.

Dispatcher must block switch and signal levers and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

After having made reverse movement under these circumstances, no forward movement may be made except on signal indication or as provided by Rule 275.

275 (S). When necessary to perform switching over dual control switch as provided in Operating Rule 275 (A), first move, when possible, must be made on signal indication.

275 (T). When communication fails and it is necessary to hand operate remote control or dual control switches, protection must be afforded in both directions when required, and switch must not be operated until three minutes after selector lever has been placed in HAND position.

Use of Radio

400 (R). Radio communication must not be used to avoid compliance with any operating rule. Radio communication may be used in addition to, or instead of, hand signals or communicating signals to convey required information.

When train or engine movements are to be made in response to radio communications, such as in switching operations, picking up or setting out cars, specific instructions must be given for each movement. When backing or pushing train, engine or cars, distance of movement must be specified. When such movements are being made by radio communication, failure to maintain communication with the employee directing the movement must be regarded as a stop signal.

Employees on trains must not ask, and employees at stations must not advise the indication of block signals, interlocking signals or train order signals, nor may such information be passed from one train to another by radio.

AT&SF channel is provided for use only while operating over AT&SF on California Division. Use of this channel in other territories is prohibited.

Radio must not be used for transmitting when located less than 250 feet from blasting operations.

AUTOMATIC CAB SIGNAL SYSTEM RULES

Note.—Automatic Cab Signal System Rules will be used only in ACS territory specified in the time-table or in special instructions.

Aspects

Note.—In the following illustrations:

R—Red.
Y—Yellow
G—Green

451. Name—Restricting.



Indication—Proceed at restricted speed.

452. Name—Advance Approach.



Indication—Proceed prepared to pass next signal at not exceeding 40 miles per hour.

453. Name—Clear.



Indication—Proceed.

Rules

454. Automatic Cab Signal System supplements automatic block signals in governing the use of blocks, but does not supersede the superiority of trains, nor dispense with the observance of rules governing the use of automatic block or other signals and rules whenever and wherever they may be required, except as prescribed by Rule 456.

455. When cab signal indication changes to a more restrictive (Continued on page 5.)

455 Continued.

tive indication, engineer must acknowledge with acknowledging device.

456. When a train is proceeding after having been stopped by a block signal, if cab signal changes to a less restrictive indication, train may proceed in accordance with indication received after it has moved its length beyond point where cab signal changed.

Exception: Rule 456 does not apply when proceeding after having been stopped by a flashing red light on a block signal.

456 (R). Automatic Cab Signal Rule 456 does not apply when a train is proceeding after having been stopped by a block signal governing movement through a block in which slide warning detector fences are located. In such case, movement through the entire block must be made at restricted speed regardless of the fact that the cab signal changes to a less restrictive indication.

457. When cab signal indication does not correspond with block signal indication, engineer must be governed by the most restrictive indication displayed by either signal, and must report the fact to train dispatcher from first available point of communication, giving signal number and engine number.

When cab signal indication does not correspond with block signal indication for two consecutive blocks, cab signal may be considered inoperative. If previous advice has been received from train dispatcher or by bulletin of inoperative cab signal within designated limits, train must proceed within those limits in accordance with second and third paragraphs of Rule 458.

458. When a cab signal device becomes inoperative, train may proceed in accordance with block signal indications but not exceeding 40 miles per hour to the next available point of communication where report must be made to train dispatcher, who will instruct as to cutting out cab signal devices and further movement of train.

When cab signal devices have been cut out, train may proceed in accordance with block signal indications but not exceeding 79 miles per hour and as much slower as rules or conditions require.

While so proceeding, if train encounters a block signal displaying Stop or Stop-and-Proceed indication, or light not burning on a block signal, train must stop. After stopping, train must wait for change of signal indication and if the signal does not change to a less restrictive indication within three minutes, it may be assumed that the block signal is inoperative and the train may proceed complying with the block signal indication.

459. When necessary to use a non-equipped engine on a passenger train, movement must be same as with engine with inoperative cab signal in accordance with second and third paragraphs of Rule 458.

460. When equipped engines are double-headed, all but leading engine must have cab signal devices cut out.

461. When engineer takes charge of an equipped engine in cab signal territory or enters cab signal territory, he must know that cab signal devices are cut in.

Operative tests must be made by engineer before entering cab signal territory.

462. Cab signal devices must not be cut out while in cab signal territory without authority.

On an equipped engine with three-position acknowledging device, use of cut-out position is prohibited when operating within cab signal territory, except when authorized.

When seals on cab signal devices are broken, or found broken or missing, report must be made promptly.

463. Cab signals will not indicate conditions ahead when the engine is:

- Moving against the current of traffic.
- Pushing cars.
- Not equipped for backward running and is running backward.

464. If the cab warning whistle sounds longer than 6 seconds, the fireman, or a trainman in the cab, must go to the engineer immediately and ascertain cause, and when conditions require, must take immediate action to stop train.

465. If cab signal whistle fails to sound when cab signal changes to a more restrictive indication, Rule 458 must be complied with.

Block Signals

509 (R). Referring to Operating Rule 509:

Where lower quadrant semaphore type signals are in service, when a train is stopped by a Stop indication, flagman must be sent ahead unless track ahead is seen to be clear through to the next Clear signal. Train or engine must wait ten minutes after a flagman has started and may then proceed at restricted speed following flagman to the next Clear signal.

Flagman may be picked up if a point is reached from which track ahead can be seen to be clear through to the next Clear signal.

509 (S). Where lower quadrant semaphore type signals are in service, a train or engine proceeding under the provisions of Operating Rule S-509 must proceed at restricted speed to the next Clear signal.

509 (T). When a slide warning device plug is found pulled or controller operated but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller reset by depressing "Re-set" button, and conductor must make report to train dispatcher from first stop or first open telegraph office.

510 (R). If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with automatic block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-clear indication. Flagman must remain there until relieved by an employee of Signal Department or by instructions from proper officer.

A train or engine with no brakeman must place a red flag in center of track opposite the signal; then in both directions place two torpedoes one-half mile from red signal and two torpedoes one and one-half miles from red signal.

In all cases, train dispatcher must be notified from first available point of communication.

512 (R). Trainmen must observe indication displayed by track occupancy indicators before changing derail or main track switch.

A switch must not be opened to permit a movement to a main track when occupied indication is displayed, unless the movement is properly protected.

Indication displayed by track occupancy indicator is not authority for a train or engine movement.

514 (R). In complying with Operating Rule 514, on single track, outside of yard limits, a flagman must be sent ahead unless track is seen to be clear to next signal and that signal is displaying Clear indication.

611 (R). At interlocking stations where there is also a train order signal, train order signal must indicate Stop until after interlocking signal has been changed to permit a train to proceed.

663 (R). In complying with last paragraph of Rule 663, movement must be made as prescribed by Rule 509 on single track or as prescribed by Rule 240-B on double track.

Actions While on Duty

702 (R). Employees must not sleep while on duty.

Safety Precautions

709 (R). Employees are prohibited from stepping on the sliding portion of the cushioning device on any car.

Passengers on Freight Trains

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.

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, dumper 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.

713 (R). When train is moving, a trainman must be stationed on rear of train to give or receive signals as follows:

When meeting trains on double track; when meeting or passing trains on sidings; when passing train order signals. On freight trains, trainman must be on rear platform of caboose; on passenger trains, he may be on platform of rear passenger-carrying car, and top half of vestibule door must be open.

713 (S). When stop is made by a passenger train due to some condition affecting the equipment of that train, a thorough inspection of the train must be made before proceeding.

713 (T). Leaving designated 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.

In addition to a thorough inspection of freight trains at all designated inspection points, such walking and roll-by inspection as time will permit must be made at all stops. Walking inspection will continue until entire train is inspected or until movement starts.

713 (U). In complying with third paragraph of Operating Rule 713 (C), when starting from initial stations and intermediate stops, freight trains must not exceed 6 MPH for the first train length or until proceed signal is received from trainman, unless it is known that all members of the crew are aboard the train.

713 (V). On 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, on passenger cars one inch or longer, and on turbine or diesel locomotives two inches or longer, are condemnable and when discovered in train, conductor or engineer must immediately report to train dispatcher and be governed by his instructions.

713 (W). As soon as hot box is detected, train must be stopped and no attempt made to run to next siding to set out car without making an inspection before proceeding.

When a car is set out account hot box, all fire in box must be extinguished. Dirt, gravel or snow must be placed on top of box at back end over top of dust guard retainer opening. If dry chemical fire extinguisher available, contents of one bag should be thrown into journal box and lid closed until fire extinguished, after which all packing must be removed from waste packed box and any remaining fire therein extinguished. Pad lubricator must be removed when practicable. Journal box lid must be left closed. Conductor must make thorough inspection of car body before and after attention is given to hot box to insure there is no further danger of fire.

713 (X). Location of hot box detectors is shown in special instructions for each subdivision.

Crews of trains passing hot box detectors must be particularly alert to observe change of signal indications due to more restrictive indications in case hot box is discovered on their train.

Installation of hot box detectors and the instructions contained in this rule in no way relieve members of crew, operators or others from compliance with rules relative to watching train, inspection of their train, or inspection of other trains.

When advised by dispatcher of suspected hot journal, train must stop immediately and journal must be inspected. If this journal is of normal temperature, before proceeding, all other journals on car reported as well as all journals on three cars each side of car reported must be hand felt.

High and Wide Cars

714 (X). 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. 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.

Unless otherwise instructed, cars of excess width or height must be handled in head end of train.

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.

Fire Prevention

726 (R). Cars loaded with explosives or flammable commodities must not be permitted to stand over open flame switch heater. If stop is made with such cars standing over open flame heater, flame must be extinguished.

725 (S). Cabs, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

726 (T). Employees are prohibited from smoking or carrying lighted cigars, cigarettes or pipes in mail, baggage or express cars while same are being loaded, unloaded or while in transit.

Handling of Explosives or Other Dangerous Articles

727 (R). Trainmen, enginemen, yardmen, agents and other employees 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.

BE 589 (b). A car requiring car certificates and "Explosives," "Dangerous," "Dangerous—Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous—Empty Flammable Poison Gas," "Dangerous—Empty Poison Gas" or "Caution—Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.

BE 589 (b). (1) 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, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

BE 589 (c). (1) 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 (c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand brakes is 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 (d). (1) 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 (e). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight

(Continued on page 7.)

727 (R) Continued.

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 Freight Trains or Mixed Trains

BE 589 (f). 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 or mixed 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 where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (1) of this section.

Separating Cars Placarded "Explosives" From Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car or flat car carrying trailers or containers placarded "Explosives" must not be handled next to:

1. Occupied passenger car; except as provided in paragraph (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material."
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under frame car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulation in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer

than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
2. Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
3. Any car placarded "Explosives."
4. Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).
7. Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car, trailers or truck bodies on flat car with automatic refrigerator or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.
10. Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.
11. Car loaded with live animals or fowl, occupied by an attendant.

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable Poison Gas," or Containing Poison Liquids, Class A.

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas," "Flammable Poison Gas" or containing poison liquids, class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

BE 589 (k). (1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS," or "FLAMMABLE POISON GAS," must not be handled next to:

- (i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
 - (ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
 - (iii) Any car placarded "EXPLOSIVES."
 - (iv) Engine or occupied caboose.
 - (v) Any car placarded "DANGEROUS."
 - (vi) Wooden under-frame car (except on narrow gauge railroads).
 - (vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device
- (Continued on page 8.)

727 (R) Continued.

or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)

(viii) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

(xi) Car loaded with live animals or fowl, occupied by an attendant.

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas" or Both, and Cars Placarded "Flammable Poison Gas" When Accompanied by Cars Carrying Guards or Gas Handling Crews

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

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

BE 589 (m). Except as provided in Operating Rule 727, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank car requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (l) of this section.

BE 589 (m). (2) 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 this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Radioactive Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

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 "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Power Transmission Wires

734 (R). Power transmission wires carrying 2300 volt circuit are located on top arms of signal pole lines and on top arms of joint telegraph and signal pole lines.

Helper Engines

741 (R). Helper engine on passenger train must be coupled ahead of road engine. Passenger trains must not be pushed from the rear except in case of emergency or other unusual circumstances and then for no greater distance than is necessary.

On freight trains when not used on head end of train, helper engine consisting of not more than three units must be cut in ahead of caboose and when train includes cars designated in

Special Instructions 806 (R), helper engine must be cut in ahead of them.

Helper engine consisting of more than three units must be cut in ahead of the tonnage for all units in excess of three units. When necessary to use second helper engine, helper engine consisting of the larger number of units must be cut in ahead of the tonnage of the rear helper.

Position of Cars in Trains

806 (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."

806 (S). (Does not apply on Fifth Subdivision. See Special Instructions 1039 (R) page 18.)

Except on Train No. 126, flat cars 65 feet or more in length used in rail trailer service, loaded or empty, must be entrained on rear of train but ahead of cars listed in Special Instruction 806 (R). When helper engine is used at rear of train, helper must be cut in ahead of such flat cars.

806 (T). Snow plows handled in freight trains must be placed behind caboose and must have air brakes operative and must be securely chained to caboose, except when equipped with drawbar at both ends, they may be handled ahead of caboose.

806 (U). Open top cars containing pumice, earth, chips, sand, slack coal or other commodities that will blow off cars, should be entrained not less than ten cars, number of cars permitting, ahead of caboose, to avoid this material flying and obstructing view of train or causing injuries. In addition, cars containing any of the above commodities should be separated by three cars, number of cars permitting, to avoid the various commodities contaminating each other, and not less than three cars, number of cars permitting, ahead of open top cars containing machinery.

806 (V). Where movement is entirely over the lines of the Union Pacific Railroad, outfit cars may be handled in head end of train.

Care must be exercised to insure that outfit cars which are stencilled or tagged for handling only on rear of train, or which under other provisions of Special Instructions 806 (R) must be handled at rear of train, are so handled.

806 (W). Restrictions contained in Operating Rule 806 (A) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars, bi-level or tri-level cars except rail trailers on which the load is exposed, such as flat bed or stake body trailers.

In train movements 85-foot rail-trailer cars must not be entrained coupled to a diesel unit.

806 (X). The following aluminum center-flow covered hopper cars, loaded or empty, must be entrained at rear of train, not more than 15 cars from rear:

SN 5501 to 5510, inclusive.

These are cylindrical covered hoppers and do not have complete center sill.

806 (Y). Cars loaded with phosphorus or cars placarded "Caution—Residual Phosphorus" must be handled as near to rear of train as possible, but not nearer than sixth car from occupied caboose, length of train permitting.

Diesel Units Dead in Train

806 (Z). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless modified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units of these types dead in train.

Cars Partly Loaded or Unloaded

810 (R). All persons are prohibited from riding in cars while
(Continued on page 9.)

810 (R) Continued.

being switched, which are in the process of being loaded or unloaded. 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 or about the cars must be notified and trainmen and yardmen must see that cars are not switched with until cars are vacated. When such cars are moved, they must be returned to their former location unless otherwise directed.

Movements on Leads and Yard Tracks

810 (S). In terminal yards, road engines, 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.

Switching Operations

810 (T). Extreme care must be used in coupling to cabooses, outfit cars, loaded rail trailer flat cars, or open top cars loaded with motor vehicles. They must not be switched with unnecessarily. Such cars must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars.

810 (U). That portion of Operating Rule 810 (A) which refers to outfit cars is cancelled.

Before outfit cars are coupled to, occupants must be notified.

810 (V). When spotting cars at rail trailer facilities or auto unloading ramps or on spur tracks, movement must be stopped three car lengths from end of track, and further movement must be preceded by a member of the crew on the ground.

When placing cars at rail trailer facilities or auto ramps, cars must be coupled, slack bunched, and sufficient hand brakes applied on cars farthest from ramp.

Securing Cars

813 (R). Each passenger unit with control cab is provided with two chain wheel blocks for emergency use.

When necessary to set out a car or a unit from a passenger train between terminals, in addition to applying hand brakes as required by the rules, wheels must be blocked using these chain wheel blocks.

Track Scales

821 (R.) Engines must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of 5 MPH must not be exceeded.

Sanders must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales.

Cars to be weighed must be stopped on scales and uncoupled at both ends while being weighed, except on scales equipped with automatic weighing device.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or engines moving on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

Coupling Passenger Cars

824 (R). 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 tight lock coupler to any coupler, it must be seen that knuckle is securely locked in closed position.

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

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

Engine Service

920 (R). Referring to Operating Rule 920 and to Air Brake Rule 1001 (A):

At terminals where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is set out for service, that it is in good working order and is adequately furnished with fuel, water, sand and other supplies, including flagging equipment and signal appliances. Enginemen will not be required to make inspection of engine at such points, except for inspecting and testing air brakes as required by Special Instruction 1001 (R).

Engine crews will leave roundhouse or designated track promptly when engine is available.

922 (R). Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight service under the close supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive in yard service or in road passenger service, except in case of emergency.

922 (S). Rear view mirror of engines so equipped must not be used for observing conditions or hand signals in making backup or switching movements or in making couplings.

Leaving Locomotives Unattended

922 (T). Locomotive must not be left without a man in charge, except at designated places and under authorized conditions. Locomotives must not be left standing so they will block or foul adjacent tracks.

When locomotive coupled to cars is left unattended, hand brakes must be set on not less than ten cars, or on all cars in case locomotive is coupled to only ten cars or less.

When a locomotive equipped with operative safety control feature and with independent air brake fully applied is left unattended, hand brakes on units need not be set unless engines are shut down.

This does not modify the requirements of Air Brake Rule 1044 (B), which reads, "The automatic air brakes must not be depended on to hold a locomotive, cars or train when standing on a grade, whether locomotive is attached or detached to cars or train."

The use of independent air brake and operative safety control feature, with engines idling, is sufficient for an unattended locomotive.

Speedometers

928 (R). On locomotive equipped with speedometer, engineer must verify accuracy of speedometer not less than twice during each trip, by using watch to make time check between mile posts.

First check will be made at first opportunity after departure from point where engineer takes charge of locomotive. Care should be exercised to make check while speed is constant between mile posts, and, when possible, speed should be 30 MPH or over.

When check indicates speedometer is not registering correctly, wire report must be made to train dispatcher.

Inspecting Locomotives

928 (S). When standing at inspection points, and when stopped in yards and at points between terminals where time will permit, engineers must get on ground and inspect both sides of their locomotive. This applies to both passenger and freight trains, and to any type of locomotive.

Shutting Down Engines of Diesel Locomotives

929 (R). When engines of a locomotive are shut down, air brakes must be fully applied and, in addition, front and rear of a traction wheel must be blocked, hand brake applied on each unit, and sufficient hand brakes must be applied throughout the train to prevent movement should air brakes leak off.

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.

929 (S). When a locomotive is stopped in a tunnel under conditions preventing prompt movement, engines must be promptly shut down.

(Continued on page 10.)

929 (S) Continued.

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 these engines down. Safety of passengers and members of the crew must be the first consideration.

Diesel Locomotives

930 (R). Doors of high voltage cabinets must not be opened and adjustments must not be attempted nor made in high voltage cabinets of diesel locomotives until engine has first been isolated and stopped and units have come to a stop.

930 (S). When a locomotive consisting of two or more units is to be moved in yards, around enginehouses, or between stations without cars, if unit at each end is equipped with control cab, locomotive must be operated from leading unit in direction of movement unless the movement is protected by a trainman.

930 (T). When diesel units are operating with less than full complement of motors or when it is necessary to cut out one or more of the motors at any time enroute, train dispatcher must be notified at first stop or first open telegraph office.

930 (U). When necessary to break seals on equipment and control lockers on diesel road units, notation must be made on engineer's work report with explanation of necessity for breaking seals.

930 (V). On locomotives in road service, not more than five men must ride in control cab.

Unauthorized persons, including deadhead train and engine men, must not occupy cab of trailing unit of diesel locomotive on any train.

930 (W). On diesel locomotives, side and end doors of engine rooms must be kept closed while the locomotives are moving.

Track Restrictions

934 (R). *Freight cars 85 feet or more in length* must not be handled on curves in excess of 16 degrees except as follows:

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 miles per hour. A member of crew must watch movement closely, prepared to give stop signal

if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

934 (S). *In handling hydra-cushion cars on industrial tracks where curvature is 30 degrees or greater, movement is restricted to single car and unit.*

934 (T). When handling derrick 900309 there must be at least five cars between derrick and locomotive, or between derrick and any car weighing more than 240,000 pounds gross.

Air Brakes

1001 (R). Engineer must know before moving an engine in engine house or from spot track that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position. Hand brakes must be released on all units before engine is moved.

When operating a light engine, running test of independent brake must be made immediately after movement is started. When back-up movement of a light engine is protected by an employee using back-up hose, running test of brakes must be made with back-up hose immediately after back-up movement is started.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

At locations where units are cut into or out of a locomotive, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after locomotive is detached from train to insure that brakes are operating properly.

Movement of locomotives at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

SPECIAL INSTRUCTIONS—FIRST AND SECOND SUBDIVISIONS
JOSEPH AND PILOT ROCK BRANCHES

Use of Engine Whistle

14 (S). Within the city limits of Pendleton, it is unlawful to sound engine whistle except to signal flagman or to prevent accident not otherwise avoidable.

Switch Lights

27 (R). Switch lights will not be used on branches shown below:
Joseph Branch;
Pilot Rock Branch.

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

Train Registering Exceptions

83 (R). Conductors of the following trains may register by register ticket per Operating Rule 83 (A):
LaGrande—Nos. 105 and 106;
Hinkle—Nos. 105 and 106.

Flag Protection

99 (V). Trains may be relieved from protecting against following extra trains by Train Order Form Z only on the following branch lines:
Joseph Branch;
Pilot Rock Branch.

99 (W). In territory shown below, when main track is impassable or before obstructing or in any way rendering it impassable or unsafe and there are not enough men to provide flag protection as prescribed by Rule 99 (E) and perform the work,

protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:
Joseph Branch;
Pilot Rock Branch.

Riding Leading End of Engines

103 (T). Trainman need not ride on leading platform or side steps of engine as follows:
At LaGrande over Fir Street and Greenwood Street;
Where through movement is made between Rieth and Pendleton.

Public Crossings

103 (U). At Baker, street crossings at Campbell and Auburn Streets must not be blocked in excess of five minutes by freight trains.

At Barnhart, when movements to or from ballast pit are made over public crossing, a member of the crew must be stationed on each side of track at the crossing to stop highway traffic.

Switches

104 (R). No. 14 turn-outs are installed at all dual control switches in CTC territory except:
Meacham—West switch to siding;
—Switches between Tracks 1 and 2 at east and west end;
Duncan—Siding switches;
Gibbon—West switch to siding;
Rieth—Switch to Pilot Rock Branch.

104 (T). Switches will be set normally at:
LaGrande: Joseph Branch switch—for drill track,
Switch to north side lead and roundhouse—for drill track;
Joseph, main track switch, east leg of wye—for wye;
Joseph, switch at stem of wye—for east leg of wye;
Hinkle, junction switch, Umatilla Branch—for running track;
Hinkle, wye switches—for running track;
Hinkle, switch at stem of wye—for east leg of wye.

104 (U). At LaGrande, when switching movements are being made on east end of drill lead, derail and main track switch must be operated by hand.

Main Track Derails

104 (V). Main track derails are located at the following points:
Pilot Rock—two derails located 1500 feet west of west switch to New Selont Track and 190 feet east of west switch to Old Mill Track. Derails must be in derailing position except when movement is being made over them.

Centralized Traffic Control System

267 (T). CTC Stop signals located as follows are designated as "starting signals":
Huntington—M.P. 389.3 and 389.8.
Baker—M.P. 341.7 and 342.4.
LaGrande—M.P. 289.7 and 290.2.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 269 must be complied with.

268 (R). At Pendleton, trains from Pendleton Branch to extension of Track 6, must obtain permission from train dispatcher at LaGrande before passing Signal 2165.

Inspection of Trains		
713 (Y). Referring to Special Instruction 712 (X), hot box detectors are located:		
Location	Read Out	
MP 211	LaGrande	
MP 243.5	LaGrande	
MP 298.7	LaGrande	
MP 336.00	LaGrande	
MP 371.75	LaGrande	

713 (Z). In addition to inspection required by other rules, all passenger trains must be given close running inspection on the following curves:

First Subdivision—
M.P. 363 and M.P. 364.5—single curve;
M.P. 326.5 and M.P. 327.5—single curve;
M.P. 302.4 and M.P. 303—single curve.

Second Subdivision—
M.P. 281.5 and M.P. 282—single curve;
M.P. 257.2 and M.P. 257.8—single curve;
M.P. 197.8 to M.P. 198.6—reverse curves;
M.P. 191.6—single curve.

After rear trainman has completed inspection on the above curves, if everything is all right, he must give hand signal to proceed; this signal must be acknowledged by two long sounds of engine whistle.

If anything unusual is detected, train must be stopped and walking inspection of train must be made before proceeding.

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
First Subdivision		
M.P. 388.40	Bridge	Side.
M.P. 387.75	Bridge	Side.
M.P. 387.36	Bridge	Side.
M.P. 386.92	Bridge	Side.
M.P. 385.95	Bridge	Side.
M.P. 385.19	Bridge	Side.
M.P. 385.02	Bridge	Side.
Lime	Overhead bridge	Side.
M.P. 384.42	Bridge	Side.
M.P. 383.27	Bridge	Side.
M.P. 382.02	Bridge	Side.
M.P. 381.77	Overhead bridge	Top.
M.P. 381.66	Bridge	Side.
M.P. 381.41	Bridge	Side.
M.P. 380.44	Bridge	Side.
M.P. 380.22	Bridge	Side.
M.P. 379.62	Bridge	Side.
M.P. 378.75	Bridge	Side.
M.P. 378.77	Tunnel No. 6	Side.
M.P. 378.19	Bridge	Side.
M.P. 376.11	Bridge	Side.
M.P. 375.62	Bridge	Side.
M.P. 373.90	Bridge	Side.
M.P. 373.76	Bridge	Side.
M.P. 372.02	Bridge	Side.
M.P. 366.74	Bridge	Side.
M.P. 343.94	Bridge	Side.
M.P. 322.52	Overhead bridge	Top and Side.
M.P. 322.25	Overhead bridge	Top and Side.
M.P. 312.07	Overhead bridge	Side.
Second Subdivision		
LaGrande	Second Street viaduct	Top.
M.P. 288.02	Bridge	Side.
M.P. 252.52	Bridge	Top.
M.P. 251.18	Bridge	Side.
M.P. 238.67	Bridge	Side.
M.P. 230.57	Bridge	Side.
M.P. 226.86	Bridge	Side.
M.P. 214.42	Bridge	Side.
M.P. 206.21	Bridge	Side.
M.P. 205.84	Bridge	Side.
M.P. 204.91	Bridge	Side.
M.P. 204.15	Tunnel No. 3 1/4	Side.
M.P. 198.26	Bridge	Side.
Joseph Branch		
M.P. 2.48	Bridge	Side.
Pilot Rock Branch		
M.P. 0.16	Bridge	Top and Side.

714 (S). At LaGrande, look out for close clearance on Tracks 4 and 5, which have less clearance than other tracks in yard.

Chaining Cars to Rail

813 (S). Between Huntington and Pendleton, when cars are set out on sidings on grade where there are no derails, in addition to setting hand brakes and blocking wheels, cars must be chained to rail.

Track Restrictions

934 (U). On tracks listed below, only engines of types shown may be used:
(Note following are classified as DE-Switch engines:
Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1800-1865 and 1870-1877.)
(Continued on page 12.)

Location	Track	Engine Permitted
Pendleton	Harris Mill Log Track	DE-switch

Air Brake Rules

1029 (R). Running test as prescribed in Air Brakes Rules 1029, 1029 (A), 1029 (B) and 1029 (C) must be made before descending grades as follows:

Encina —westward and eastward;
Telocaset —westward and eastward;
Kamela —westward and eastward.

1030 (R). Inspection required by Air Brake Rule 1030 (C) must be made on all trains at La Grande.

1041 (R). Brake pipe test as prescribed by Air Brake Rule 1041 must be made on all freight trains before descending grades at Encina eastward and westward or Kamela eastward and westward when air hose has been parted or an angle cock turned.

1042 (R). Retaining valves must be used on trains handled with diesel locomotives with dynamic brake not in operation or when not equipped with pressure maintaining feature when descending grades, as follows:

Freight trains descending grades between Encina and Durkee and between Hilgard and Huron must use one operative retaining valve for each fifty tons of train but in no case less than one-half of all retaining valves in train. If engineer finds it difficult to control train or to recharge train, he will request train crew to turn up additional retaining valves necessary to insure safe control of train, stopping train if necessary.

Between Telocaset and Union Jct., and between Huron and Duncan, on trains averaging to exceed fifty gross tons per car, or trains handled by engines having one air compressor, one-half of all retaining valves must be used.

Retaining valves must be used consecutively from head end of train.

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 (S). On locomotives equipped with pressure maintaining feature and dynamic brakes, both of which are operative, trains will be handled on descending grades between Durkee and Huron without the use of retaining valves.

Following will govern the use of retaining valves on freight trains when handled on descending grades by diesel locomotives equipped with dynamic brake in operation without pressure maintaining feature:

(a) Westward between Kamela and Huron and eastward between Kamela and Hilgard:

2 Unit Locomotive	3 Unit Locomotive	4 Unit Locomotive
1375 tons or less: None. Over 1375 tons: One retaining valve must be used for each 55 tons in excess of 1375 tons, but not less than 15 retaining valves must be used.	2063 tons or less: None. Over 2063 tons: One retaining valve must be used for each 55 tons in excess of 2063 tons, but not less than 15 retaining valves must be used.	2750 tons or less: None. Over 2750 tons: One retaining valve must be used for each 65 tons in excess of 2750 tons, but not less than 15 retaining valves must be used.

(b) Eastward between Encina and Oxman:

2 Unit Locomotive	3 Unit Locomotive	4 Unit Locomotive
2000 tons or less: None. Over 3000 tons and not exceeding 2250 tons averaging not to exceed 60 tons per operative brake: None. Over 2000 tons and not exceeding 2250 tons averaging more than 60 tons per operative brake, also over 2250 tons: One retaining valve must be used for each 60 tons in excess of 2000 or 2250 tons as the case may be, but not less than 15 retaining valves must be used.	3000 tons or less: None. Over 3000 tons and not exceeding 3375 tons averaging not to exceed 60 tons per operative brake: None. Over 3000 tons and not exceeding 3375 tons averaging more than 60 tons per operative brake, also over 3375 tons: One retaining valve must be used for each 60 tons in excess of 3000 or 3375 tons as the case may be, but not less than 15 retaining valves must be used.	4000 tons or less: None. Over 4000 tons and not exceeding 4500 tons averaging not to exceed 60 tons per operative brake: None. Over 4000 tons and not exceeding 4500 tons averaging more than 60 tons per operative brake, also over 4500 tons: One retaining valve must be used for each 60 tons in excess of 4000 or 4500 tons as the case may be, but not less than 15 retaining valves must be used.

(c) Westward between Telocaset and Union Junction:

2 Unit Locomotive	3 Unit Locomotive	4 Unit Locomotive
3000 tons or less: None. Over 3000 tons: One retaining valve must be used for each 60 tons in excess of 3000 tons, but not less than 15 retaining valves must be used.	4500 tons or less: None. Over 4500 tons: One retaining valve must be used for each 60 tons in excess of 4500 tons, but not less than 15 retaining valves must be used.	6000 tons or less: None. Over 6000 tons: One retaining valve must be used for each 60 tons in excess of 6000 tons, but not less than 15 retaining valves must be used.

(d) If due to any condition engineer or conductor considers a particular train cannot be safely handled beyond Huron or Oxman as prescribed in Paragraphs (a) and (b) of this rule without use of retaining valves, trains must be stopped and remain standing ten minutes at Huron or Oxman to cool wheels and inspect train.

(e) When use of retaining valves is required, these valves must be used consecutively from head end of train.

(f) Additional retaining valves must be used in accordance with provisions of Air Brake Rule 1042 when in the judgment of the engineer or conductor use thereof is necessary.

(g) Conductor must advise engineer number of cars, total tonnage, average tons per operative brake, and location of loads and empties in train.

(h) 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). Freight trains handled with diesel locomotives with dynamic brake not in operation must stop and remain standing ten minutes to allow wheels to cool and inspect train at the following points when retaining valves are required to be used beyond these points:

Oxman —Eastward;
M.P. 279 —Eastward;
Meacham—Westward;
Huron —Westward.

When eastward freight trains stop at Motanic and remain standing ten minutes stop need not be made at M.P. 279 to cool wheels and inspect train.

SPECIAL INSTRUCTIONS—THIRD AND FOURTH SUBDIVISIONS

UMATILLA, CONDON AND HEPPNER BRANCHES

Where Time Applies

5 (R). At The Dalles, time shown in time-table schedules and in train orders for first class trains applies at the passenger station.

Switch Lights

27 (R). Switch lights will not be used on branches shown below:
Umatilla
Condon
Heppner

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

Train Registering Exceptions

83 (R). Conductors of the following trains may register by register ticket per Operating Rule 83 (A):
Hinkle —Nos. 105 and 106;
The Dalles —Nos. 105, 106, 17, 18, 11 and 12.

Clearances

83 (S). Clearance Form A must be received as follows:
The Dalles —All trains enroute Bend Branch must receive SP&S clearance.

Identification of Trains

87 (R). Westward trains between The Dalles and Crates and between Hinkle and Clarke and eastward trains between The Dalles and Quinton, must make necessary identification of all trains met or passed.

Movements in Yards

93 (R). Yard limits include territory shown:
Troutdale —on Kenton Line only.

93 (S). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured:
The Dalles

Flag Protection

99 (V). Trains may be relieved from protecting against following extra trains by Train Order Form Z only on the following branch lines:
Umatilla Branch; Condon Branch;
Heppner Branch;

99 (W). In territory shown below when main track is impassable or before obstructing or in any way rendering it impassable or unsafe and there are not enough men to provide flag protection as prescribed by Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:
Heppner Branch; Umatilla Branch;
Condon Branch;

99 (X). On following branches between 6 A.M. and 6 P.M. daily, a speed of 10 MPH must not be exceeded by all extra trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (I) must be sounded frequently:
Umatilla Branch; Condon Branch;
Heppner Branch;

Public Crossings

103 (V). At The Dalles, public crossings must not be blocked longer than 10 minutes. When a train is to be delayed getting in or out of the yard, crossings must be cut immediately.

Switches

104 (R). No. 14 turn-outs are installed at all dual control switches in CTC territory except:
Biggs —Siding switches
Hinkle —Switches to Passenger Track No. 1.
Quinton—East switch to siding.

104 (T). Switches will be set normally at:
Hinkle, junction switch, Umatilla Branch—for running track;
Hinkle, wye switches—for running track;
Hinkle, switch at stem of Wye—for east leg of Wye.

Centralized Traffic Control System

267 (T). For movements between The Dalles and Hinkle, Clearance Form A received by trains at their initial station, confers authority to enter CTC territory without receiving Clearance Form B.

Remote Control Switches

275 (U). Remote control switches are located as follows: (See Rules 275 and 275 A).

Location	Under control of
Troutdale, junction switch to Kenton line and east switch of siding on Kenton Line.	Operator, Troutdale

Electric Locked Switches

280 (R). Crossover and Junction switches at Oregon Trunk Jct., are equipped with electric locks and are controlled by Operator at The Dalles.

Signal A 95.1 has siding indicator. (See Rule 240 L.)
When this signal displays red-over-illuminated S, it indicates that Oregon Trunk Jct. switch and crossover to westward main track are unlocked and crew member may hand operate switches to enter westward main track.

When switches are lined for movement to Westward main track, and signal A 95.1 displays proceed indication it is authority to proceed to The Dalles on westward main track without receiving clearance.

Member of crew on trains to and from Bend branch must request Operator at The Dalles via telephone, located at cross-over switches, to unlock switches and must be governed by Rule 280.

Handling Switches

513 (R). Referring to Operating Rule 513:
At The Dalles, yard engines may enter main track without waiting three minutes, providing train to be switched has stopped and switch to be used is within block occupied by standing train.

Routes Through Interlocking

605 (R). At Troutdale proceed indication of interlocking signal located just west of junction switch will authorize eastward trains from Kenton Line to proceed to train order office.

Inspection of Trains

713 (Z). In addition to inspection required by other rules, all passenger trains must be given close running inspection on the following curves:

Third Subdivision—		
M.P. 180.1	—single curve;	
M.P. 159.9 to M.P. 161.4	—reverse curves;	
M.P. 138.2	—single curve;	
M.P. 129.4 to M.P. 130.0	—reverse curves.	
Fourth Subdivision—		
M.P. 68.8 to M.P. 69.2	—reverse curves;	
M.P. 49.3 to M.P. 49.7	—reverse curves;	
M.P. 14.9 to M.P. 15.9	—reverse curves.	

After rear trainman has completed inspection on the above curves, if everything is all right, he must give hand signal to proceed; this signal must be acknowledged by two long sounds of engine whistle.

If anything unusual is detected, train must be stopped and walking inspection of train must be made before proceeding.

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
Third Subdivision		
M.P. 148.49	Bridge	Side.
Fourth Subdivision		
M.P. 69.40	Bridge	Side.
M.P. 63.32	Bridge	Side.
M.P. 61.03	Bridge	Side.
M.P. 39.90	Bridge	Side.
M.P. 32.15	Bridge	Side.
M.P. 31.85	Bridge	Side.
M.P. 29.65	Bridge	Side.
M.P. 26.01	Bridge	Side.
M.P. 15.82	Bridge	Side.
Troutdale	Mail Crane	Side.
M.P. 15.39	Overhead bridge	Top.
M.P. 10.25	Underpass handrails(N.E.162nd)	Side.
M.P. 8.19	Underpass handrails(N.E.122nd)	Side.
M.P. 5.43	Overhead bridge (N.E.82nd Ave.)	Top.
M.P. 5.01	Overhead bridge (N.E.74th Ave.)	Top.
M.P. 4.65	Overhead bridge (N.E. Halsey)	Top.
M.P. 4.5	Tunnel (Peninsula Jet.)	Top and side.
M.P. 4.14	Overhead bridge (N.E. 60th Ave.)	Top and side.
M.P. 3.79	Overhead bridge (N.E. 53rd Ave.)	Top and side.
M.P. 2.86	Overhead bridge (N.E. 37th Ave.)	Top.
M.P. 2.59	Overhead bridge (N.E. 33rd Ave.)	Top.
M.P. 0.43 (Willamette River)	Bridge	Side.
Portland	Depot umbrella shed	Top and side.
Umatilla Branch		
M.P. 10.67	Bridge	Side.

SPECIAL INSTRUCTIONS—ALBINA TERMINAL AREA

Movements in Yards

93 (T). The following instructions govern while using track-age of Portland Terminal Railroad:

Trains and engines using tracks 1 to 10 inclusive, Portland Union Station, must move at restricted speed when passing a train receiving or discharging passengers, and must not cross High Shed at passenger station unless proceed signal is received from station master or his assistant, or preceded by a member of the crew when passage over the High Shed is seen to be clear and it is safe to proceed.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving yards.

When the home signal indicates Stop, the following whistle signals will be used to call for desired route: (When conditions are favorable, hand or lantern signals should be used instead of whistle signals.)

For Albina o
For Troutdale
For S. P. Main Line..... o
For S. P. Yard o o
For East Second Street... o o
For S.P. & S. to East Side. o o

When the home signal indicates Proceed, the whistle signal must not be sounded.

93 (U). Two parallel tracks between East Portland and Albina are designated as:

Running track 1—track nearest river;
Running track 2—track farther from river.

These tracks are signalled for movement in both directions.

Telephones are installed at following locations:

Switch Tenders Building Randolph St.;
Crossover at Clark St.;
Crossover at Irving Dock Elevator;
Globe Dock Elevator, near track 1.

Track Restrictions

934 (V). Referring to Special Instruction 934 (S), following tracks have curvature in excess of 30 degrees:

Bonneville—Powerhouse spur.

934 (W). Cars weighing in excess of 263,000 pounds not permitted on Condon and Heppner Branches.

Air Brake Rules

1042 (U). Retaining valves must be used on descending grades as follows:

Condon Branch, all trains, M.P. 35 to Arlington, all retaining valves must be used.

Retaining valves must be used consecutively from head end of train.

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.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
East Portland. (S.E. Second Ave. between S.E. Main and S.E. Madison Sts.)	S. P. & S.	U.P.	Stop signs.

Riding Leading End of Engines

103 (T). Trainmen need not ride on leading platform or side steps of engine over crossings Albina Terminal Area.

Handling Cars Ahead of Engine

103 (W). Cars must not be shoved ahead of engine through tunnel between St. Johns Jct. and Peninsula Jct.

Switches

104 (W). Cross-over switches on tracks 21 to 26 inclusive must be left lined for straight track after having been used.

Centralized Traffic Control System

267 (V). Trains or engines need not receive Clearance Form B for movement in CTC territory, Albina Terminal Area.

Interlocking

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

At East Portland:

For Portland.....
For Albina o
For Graham
For S. P. Main Line..... o
For S. E. Second Ave. o o
For S. P. yard o o
For transfer track o
For East Side Freight Terminal... o o

Movements from Albina to East Portland will not sound whistle signals for route unless governing signal indicates Stop and no conflicting movement is evident.

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
M.P. 15.82	Bridge	Side.
M.P. 15.39	Overhead bridge	Top.
M.P. 10.25	Underpass handrails (N.E. 162nd)	Side.
M.P. 8.19	Underpass handrails (N.E. 122nd)	Side.
M.P. 5.43	Overhead bridge (N.E. 82nd Ave.)	Top.
M.P. 5.01	Overhead bridge (N.E. 74th Ave.)	Top.
M.P. 4.65	Overhead bridge (N.E. Halsey)	Top.
M.P. 4.5	Tunnel (Peninsula Jet.)	Top and side.
M.P. 4.14	Overhead bridge (N.E. 60th Ave.)	Top and side.
M.P. 3.79	Overhead bridge	Top and side.
M.P. 2.86	Overhead bridge (N.E. 37th Ave.)	Top.
M.P. 2.59	Overhead bridge (N.E. 33rd Ave.)	Top.
M.P. 0.43 (Willamette River)	Bridge	Side.
Portland	Depot umbrella shed	Top and side.

714 (T). At south end of Union Station, Portland, clearance is very close and will not clear a man on side of car between tracks 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10 from interlocking signals to point 100 feet north of the crossing.

714 (U). Cars or loads of excessive height or width must not be placed under shed on Rip tracks 1, 2 or 3, under load shifter or inside Freight House, Albina.

Turning Cars

716 (R). When necessary to turn cars on turntable, they must be placed on the turntable and removed from the turntable from the east end.

Switching Operations

810 (W). At Terminal 4, when Cargill switch engine is tied up on Elevator 7 or this truck is blocked by Cargill Company's motor vehicles, Elevator 9 must be used for switching movement west of the elevator.

Track Restrictions

934 (U). On tracks listed below, only engines of types shown may be used:

(Note—following are classified as DE-Switch engines; Alco road-switch units Nos. 1280-1295, 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1800-1865 and 1870-1877.)

Location	Track	Engine Permitted
East Portland	Doernbecher's Spur No. 1	
Kenton	Smithwick Spur	
Kenton	Sunshine Biscuit Spur	
Albina	Swan Island Trackage	
St. Johns	Willamette Tug and Barge Spurs on River Side	DE-Switch
Terminal No. 4		
Oregon Ship Yard	Various spurs and cross-overs	
Union Carbide		

934 (X). Referring to Special Instruction 934 (R), All Sub-visions:

At the following locations, 85-foot rail trailer flat cars may be handled on curves in excess of 16 degrees as provided therein:

Between Albina and east end of Steel Bridge, Portland;
Between East Portland and east end of Steel Bridge, Portland.

934 (Y). Freight cars 60 feet or more in length of any type or 50 feet or more in length when equipped with hydra-cushion, must not be operated over the following tracks without authority from the Yardmaster:

Location	Tracks
Swan Island	All tracks
Kenton Line	Armour Meat Company Sunshine Biscuit Company Hyster Company Spur
Graham Lane	Barker Mfg. Company Blake, Moffitt & Towne Simon Saw Spur Graybar Electric Acme Steel Crane Plumbing Mosaic Tile Pinzer Business Machines Tile Distributor Western Athletic
St. Johns Branch	Willamette Tug and Barge McCormick Baxter Western Cooperage Portland Woolen Mills Fred Myers Warehouse
East End Albina	Albino Engine Works
West End Albina	Louis Dreyfus Balloon Truck
Larrabee Flats	Larrabee Flat lead

SPECIAL INSTRUCTIONS—FIFTH SUBDIVISION
OLYMPIA AND GRAYS HARBOR BRANCHES

Switch Lights

27 (R). Switch lights will not be used on branch shown below:
Olympia Branch.
Trains and engines must approach facing point switches on this branch prepared to stop if switch is not in normal position.

Train Registering Exceptions

83 (R). Conductors of the following trains may register by register ticket per Operating Rule 83 (A):
Black River—All trains;
Reservation—All westward trains.
At Argo, only trains which originate or terminate in UP yard at that station will register.
At Centralia, Grays Harbor Branch trains originating or terminating at Blakeslee Jct. must register in UP train register at NP telegraph office.

D-83 (R). Information required by Operating Rule D-83 need not be received at:
Argo, by westward trains and engines.

Clearances

83 (S). Clearance Form A must be received as follows:
Black River—all westward trains.
Argo —all eastward trains.
Centralia —all westward Grays Harbor branch trains originating at Blakeslee Jct.;
Aberdeen —all eastward trains;
Northern Pacific clearance must be received as follows:
Reservation —all eastward second-class and extra trains passing through Tacoma;
Tacoma, U.P. Junction.
—all eastward second-class and extra trains originating at Tacoma.

83 (T). Trains are not required to receive a clearance as per Operating Rule 83 (B) as follows:
Seattle—eastward trains. Clearance received at Argo by an eastward train confers same authority on Fifth Subdivision as when received at Seattle.

Movements in Yards

93 (R). Yard limits include territory shown:
Aberdeen—between yard limit sign just east of Cosmopolis and N. P. yard limit sign at Myrtle St. west of Aberdeen depot.
Olympia Branch—From yard limit sign near switch at stem of Wye East Olympia to and including Olympia.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Helsing Jct.	C. M. St. P. & P.	U. P.	Stop signs.
South Aberdeen. (Donovan Mill)	N. P.	N. P.	Stop signs.
Olympia. (Jefferson and 7th Sts.)	N. P.	U. P.	Stop signs.
Tacoma. (Dempsey Mill Spur)	N. P.	N. P.	Stop signs.
Tacoma, Tidewater.	N. P.		Semi-automatic interlocking. Special Instruction 98 (S).
Seattle, (Duwamish Ave. and East Marginal Way.)	G. N. C. M. St. P. & P.	G. N. C. M. St. P. & P.	Stop Signs
Seattle, (East Marginal Way & Spokane St.)	N. P.	N. P.	Stop Signs
Seattle (Railroad Ave. and Atlantic St.)	G. N. N. P. C. M. St. P. & P.	G. N. N. P. C. M. St. P. & P.	Stop Signs

98 (S). At N.P. Crossing, Tacoma-Tidewater, when stopped by semi-automatic interlocking signal and no conflicting movement is evident, a member of crew must go to the crossing, push time release push-button, hold for five seconds, then release. At expiration of time interval, indicator lamp will light to indicate time interval has expired. If signal does not then change to permit train or engine to proceed, member of crew will signal engineer to proceed if no train or engine is approaching on conflicting routes. See operating rule 672.

Drawbridges

98 (T). Trains and engines after stopping at stop signs must not proceed onto draw span of bridge between Montesano and South Montesano until they have called for, received and acknowledged proceed signal from bridge tender, and in addition must be governed by position of derail located 128 feet east, and derail located 195 feet west of trestle leading to drawbridge. During certain hours each day draw span will be left open for river traffic and derails will be set in derailing position. If necessary for train or engine to use drawbridge during such hours, notify Agent Montesano or dispatcher to call drawbridge operator.

98 (U). At Tacoma, all trains and engines after stopping at stop signs must not proceed onto draw span of bridge until they have called for, received and acknowledged proceed signal from bridge tender.

Flag Protection

99 (W). In territory shown below when main track is impassable or before obstructing or in any way rendering it impassable or unsafe and there are not enough men to provide flag protection as prescribed by Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:
Olympia Branch;
Grays Harbor Branch.

99 (X). On following branches between 6 A.M. and 6 P.M. daily, a speed of 10 MPH must not be exceeded by all extra trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently:
Olympia Branch;
Grays Harbor Branch.

Unusual Conditions

101 (R). Seattle, at Rail-Barge Docks, Harbor Island, employees must not ride on sides, ends or tops of cars being moved on or off barges, beyond impaired clearance signs. Clearance is very close on all tracks approaching barge apron and on the barges.

Permission must be received from Supervisor in charge before any movement is made on or off barges. All cars must have air brakes cut-in and operative when moving on or off barges and all movements must be made with extreme care.

To avoid improper coupling of cars against bumper couplers located bow-end of barges, no coupling will be made with more cars than the barge track will hold, not including empty reacher cars.

Engines are not permitted on apron of barge slip.

Movements at Olympia

103 (X). At Olympia, City Ordinance relating to the movement of railroad trains and railroad traffic provides for the following:

1. 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.

2. All switch movements over crossings, unless protected by automatic signal devices, must be protected by flagmen.

(Continued on page 17.)

103 (X) Continued.

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

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

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

6. Not more than 2 consecutive street intersections may be blocked by any standing train at any time.

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

8. When switch 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.

9. 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 Columbia Street at
Legion Way West Seventh
East Fourth Avenue East State Avenue

10. 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 9 above.

11. 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.

The items listed above are in addition to any other regulations governing railroad traffic in effect at Olympia, and violation carries a heavy penalty.

Public Crossings

103 (Y). At Fifteenth Street, Tacoma, all trains and engines must stop and a member of the crew must be sent ahead to act as crossing watchman.

Switches

104 (T). Switches will be set normally at:
Tacoma Jct., junction switch—for C. M. St. P. & P.;
Aberdeen, switch at end of double track—for eastward trains;
South Montesano, wye switch on Montesano Branch—for west leg of wye;
Helsing Jct., junction switch—for U. P. main track.

Staff System

301 (R). Movements on Olympia Branch are governed by Staff system.

Single staff will be used, located in staff box on right side of door of trainman and engineman locker room, Olympia. Trains or engines must secure this staff before using Olympia Branch east of Union Avenue, City of Olympia, and must retain staff until movement is completed.

Trains or engines must not move from East Olympia to Tumwater Yard or Olympia without having staff in their possession. When such movement is necessary, dispatcher will instruct how staff will be obtained.

After movements are completed, staff must be placed in staff box and securely locked.

Interlocking

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

At Argo:

For Seattle
For yard lead o
From Seattle to Pacific Coast R. R. o
From Argo yard to Georgetown lead o

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
Fifth Subdivision		
Tacoma.....	N. P. overhead bridge to draw span.	Top and side.
Tacoma.....	Viaduct (15th St.).....	Top and side.
M.P. 144.92.....	Bridge.....	Side.
M.P. 146.93.....	Bridge.....	Side.
M.P. 174.68.....	Bridge.....	Side.
Seattle (Albro Place).....	Overhead bridge.....	Side.
Seattle (Eighth Ave. So.).....	Overhead bridge.....	Top.
Seattle (Dearborn Ave.).....	Overhead bridge.....	Top and side.
Seattle.....	Depot umbrella shed.....	Top and side.
Seattle (Jackson St.).....	Overhead bridge.....	Top.
Olympia Branch		
M.P. 5.23.....	Tunnel No. 25.....	Top and side.
M.P. 5.75.....	Tunnel No. 26.....	Top.
M.P. 6.75.....	Overhead bridge.....	Top and side.
Grays Harbor Branch		
M.P. 1.26.....	Bridge.....	Side.
M.P. 4.35.....	Bridge.....	Side.
M.P. 43.53.....	Overhead bridge.....	Top and side.
Cosmopolis.....	Weyerhaeuser Plant.....	Side.
M.P. 53.33.....	Bridge.....	Side.
Montesano		
M.P. 0.31.....	Bridge.....	Side.

714 (V). Employees are warned that overhead clearances to trolley wires and side clearances to supporting poles are close at locations shown below. Trolley wires must not be touched and careful lookout must be kept for low and broken wires.

Station	Location	
Black River.....		C. M. St. P. & P.
Argo-Seattle.....	Argo yard lead and between Argo and Seattle passenger station.....	C. M. St. P. & P.
Georgetown.....	West end of siding entering main track	C. M. St. P. & P.

714 (W). At Olympia, account insufficient clearance between N. P. connection scale track and main track, trains or engines must not attempt to pass on main track if trains or engines are moving on connection.

At Aberdeen, account insufficient clearance between coach track No. 1 just east of passenger station and main track at turnout, trains and engines must not attempt to pass on main track if trains or engines are moving on coach track No. 1.

Track Restrictions

934 (U). On tracks listed below, only engines of types shown may be used:

(Note—following are classified as DE-Switch engines: Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1800-1865 and 1870-1877.)

Location	Track	Heaviest Engine
Seattle	Various Spurs along 5th Avenue	DE-Switch
Seattle	Various Spurs along East Marginal Way	
Seattle	Various Spurs on 11th Ave. S. W.	
Seattle	Various Spurs on Alaskan Way	
Aberdeen	Various Front St. Spurs	
Hoquiam	Grays Harbor Chair Spur	

934 (V). Referring to Special Instruction 934 (S), following tracks have curvature in excess of 30 degrees:

SEATTLE:
East Marginal Way

—1 track, Willow St. lead spur.
1 track, Stenoff Metal Co.
1 track, Isaacson Iron Works.
1 track, Pomerelle Wine Co.
2 tracks, Manson Construction Co.

Harbor Island

—1 track, Seattle Iron & Metal Co.
1 track, Boeing Spur Outfitting Dock
2 tracks, Port of Seattle.
1 track, reverse curve, U. S. Gypsum Co.

SPECIAL INSTRUCTIONS—SIXTH SUBDIVISION

YAKIMA, SUNNYSIDE, TEKOA, PLEASANT VALLEY, WALLULA, MOSCOW, CONNELL, POMEROY, TUCANNON, PENDLETON, DAYTON, WALLACE, AND SIERRA NEVADA BRANCHES

Use of Engine Whistle

14 (T). Within the city limits of Spokane, Pendleton and Pomeroy, it is unlawful to sound engine whistle except to signal flagman or interlocking operator, 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.

Switch Lights

27 (R). Switch lights will not be used on branches shown below:
Pomeroy, Connell,
Dayton, Wallace,
Sierra Nevada, Pleasant Valley,
Tucannon, Pendleton,
Moscow,

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

Train Registering Exceptions

83 (R). Conductors of the following trains may register by register ticket, per Operating Rule 83 (A):
N.P. Crossing, Spokane—all G.N. trains;
Marengo —all U.P. trains;
Wallula —all trains.

Eastward Northern Pacific trains leaving Union Pacific tracks via east leg of wye at Wallula will register by registering ticket at Attalia. Conductor of such trains will report arrival at Attalia by telephone to operator, Wallula.

Clearances

83 (S). Clearance Form A must be received as follows:
Ayer —All trains;
NP Crossing—All westward Sixth Subdivision trains originating at East Spokane;
Dishman —All westward Tekoa Branch trains originating at East Spokane;
Walla Walla—All trains;
Wallula —All eastward Wallula Branch trains;
Wallula —All eastward Yakima Branch trains.

83 (T). Trains need not receive Clearance Form A as required by Operating Rule 83 (B) at:

East Spokane, Pomeroy,
Hooper Jct., Bolles,
Tucannon, Richland Jct.,
Starbuck, Seltice,
La Crosse, Colfax.

When train order signal indicates Proceed trains need not receive clearance as per Operating Rule 83 (B) as follows:
Manito—No. 388

Between Black River & Argo

—1 track, Seattle Gas Co., reverse curve.

Air Brake Rules

1039 (R). On Fifth Subdivision, when flat cars 65 ft. or more in length, either loaded or empty, and located less than 25 cars behind engine are being handled by locomotives equipped with dynamic brakes, the use of dynamic brakes is prohibited.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Marengo. (M.P. 306.6)	C. M. St. P. & P.		Automatic block signals.
Spokane. N. P. Crossing (M.P. 369.2)	N. P.		Interlocking.
Spokane. G. N. Crossing	G. N.		Automatic Interlocking.
Manito. (M.P. 143.7)	C. M. St. P. & P.		Automatic block signals. Special Instructions 98(V).
Garfield. (M.P. 95.4)	N. P.	U. P.	Stop signs.
Colfax. (M.P. 77.3)	G. N.	U. P.	Gate set against G. N.
Oakesdale. (M.P. 39.68)	G. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.65)	N. P.	N. P.	Stop signs.
Thornton. M.P. 30.7)	G. N.	U. P.	Gate.
Riparia. (M.P. 17.4)	N. P.	U. P.	Gate set against N. P.
Walla Walla. (M.P. 47.2)	N. P.	U. P.	Stop signs.
Walla Walla. (M.P. 46.6)	W. W. V.	U. P.	Gate.
Langdon. (M.P. 44.2)	W. W. V.	U. P.	Gate.
Milton. (M.P. 36.3)	W. W. V.	U. P.	Gate.
Parker. (M.P. 91.3)	N. P.		Automatic Interlocking.

(Continued on page 19.)

98 (R) Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Donald. (M.P. 89.35)	N. P. (gauntlet track).		Automatic Interlocking. Special Instruction 672 (R).
Garrett. (M.P. 28.7)	W. W. V.	U. P.	Gate.
Dayton. (M.P. 13.00)	N. P.	U. P.	Stop signs.
Dayton. (M.P. 13.01)	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.
Plummer Jct. (M.P. 16.2)	C. M. St. P. & P.		Special Instructions 98 (W).

98 (V). At Manito, junction switch will be lined normally for movement from Union Pacific to C.M.St.P.&P. Upper unit of Block Signal 1437 governs movement from Union Pacific to C.M.St.P.&P.

98 (W). At Plummer Jct. movement from Union Pacific connection to C.M.St.P.&P. main track is governed by dwarf signal at clearance point on U.P. connection. When illuminated "S" is displayed, switch may be lined. If signal then displays proceed indication, movement may be made to C.M.St.P.&P. main track.

Drawbridges

98 (X). At Drawbridge M.P. 23.45, Wallace Branch, after stopping at stop sign, train must not proceed until authority is received from bridge tender over telephone located at stop sign, except that if such authority is not received, a member of crew must determine that draw span is properly closed and locked, and give proceed signal when safe to proceed.

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

Flag Protection

99 (V). Trains may be relieved from protecting against following extra trains by train order Form Z, only on the following branch lines:

Connell Branch between Hooper Jct. and Connell;
Dayton Branch between Dayton and Turner;
Pomeroy Branch;
Moscow Branch;
Pleasant Valley Branch;
Pendleton Branch between Walla Walla and Alto.
Wallace Branch between Plummer Jct. and Kellogg-Wardner.

99 (W). In territory shown below when main track is impassable or before obstructing or in any way rendering it impassable or unsafe and there are not enough men to provide flag protection as prescribed by Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:

Pendleton Branch;
Dayton Branch, between Turner and Dayton Jct. and between Waitsburg Jct. and Bolles;
Moscow Branch;
Pomeroy Branch;
Connell Branch;
Yakima Branch, between Richland Jct. and Yakima;
Sunnyside Branch;
Wallula Branch, between Zangar Jct. and Walla Walla;
Wallace Branch, between Plummer Jct. and Burke;

Sierra Nevada Branch;
Pleasant Valley Branch;
Tekoa Branch;
Tucannon Branch.

99 (X). On following branches between 6 A.M. and 6 P.M. daily, a speed of 10 MPH must not be exceeded by all extra trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently:

Dayton Branch; Alto to Bolles (on
Starbuck to Relief (on Pendleton Branch);
Tucannon Branch); Pomeroy Branch.
Hooper Jct. to Connell (on
Connell Branch);

Public Crossings

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

Location	Instructions
Spokane—Modelia and Washington Street.	All engines using switching tracks must stop clear of crossing and member of crew will ascertain that flashing light signals are operating and bells ringing before proceeding over crossing. Cars must not be left within 30 feet on either side of crossing.
Spokane—Division Street.	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.
Spokane—Monroe Street Howard Street Mallon Avenue Division Street	Member of crew must be on ground and stop vehicular traffic before movement is made by train or engine over all crossings, except where crossing is protected by automatic flashing light signals which are in operation.
Tekoa—County road at junction switch to McGoldrick's Spur.	Member of crew must be on ground and stop traffic before movement is made over the crossing.

Switches

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

Hinkle—Wye switches—for running track;
Hinkle—Switch at stem of wye—for east leg of wye;
Fairfield—switch to G.N. connection on siding—for G.N.;
Hooper Jct. (Connell Branch)—for line via Park;
Seltice—for line via Colfax;
Winona—for line via Colfax;
LaCrosse—Connell Branch switch—for Connell Branch;
Tucannon—for line via Pataha;
Riparia-Junction switch—for movement to Camas Prairie;
Walla Walla—East wye switch Pendleton Branch — for Pendleton Branch;
Wye switch Wallula Branch—for movement to east leg of wye;
Yakima, Walnut Street—for main switching lead.

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

Pomeroy (M.P. 29.65) (M.P. 29.91)	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)	

(Continued on page 20.)

Pendleton Branch (M.P. 1.11) } Derail must be lined and locked in derailing position except when movements are to be made over it.

Wallace (M.P. 81.13) } Spring switch point set in derailing position at all times and must be changed for eastward movement.

Gem (M.P. 84) } Derail will be set in derailing position only while switching is being done above it.
Burke (M.P. 86.3)

Burke (M.P. 86.4) } Derail must be set in derailing position at all times when not being used.

Sierra Nevada Spur (300 feet east of refinery track switch) } Spring switch point must be set in derailing 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 derailing position only when cars are left standing on main track above it.

104 (X). At East Spokane, spring switch equipped with facing point lock is installed in main track at west end of yard.

Spring switch installed on C.M.St.P.&P. connection is equipped with switch-indicating signal for eastward movements. When this signal displays green, switch points are lined for movement on Union Pacific track. When signal displays yellow, switch is lined for eastward movement on C.M.St.P.&P. track. If this signal displays red, switch points must be examined to know switch is lined for movement to be made.

Westward movements through either of these spring switches will be governed by westward dwarf signal located near west end of Union Pacific running track and between that track and main track, controlled by Operator at Dishman. Before making movements from U.P. running track to main track, crews must secure permission from Operator at Dishman by telephone. C.M.St.P.&P. crews must obtain this permission before leaving C.M.St.P.&P. yard.

Automatic Block Signals

240 (S). Between Hinkle and Spokane, when Train No. 19 or Train No. 20 is stopped by an automatic block signal indicating Stop (Rule 240-A) and train has only one brakeman, Rule S-509 will apply.

Centralized Traffic Control System

267 (V). Clearance Form B need not be received for movements in CTC territory between Wallula Jct. and Villard Jct.

268 (R). At Pendleton, trains from Pendleton Branch to extension of Track 6, must obtain permission from train dispatcher at La Grande before passing Signal 2165.

Remote Control Signals

275 (V). Train and engine movements between N. P. Crossing and Dishman will be governed by remote controlled signals located at N. P. Crossing, at east and west ends of East Spokane, and east end of siding at Dishman.

Indications of such signals will supersede the superiority of trains between these points. When one of these remote controlled

signals displays Stop indication, member of crew must communicate with operator and be governed by his instructions.

Trains and engines must not enter main track at west end East Spokane or at east switch Dishman without permission from operator except that when illuminated letter 'S' is displayed on signal at west end of East Spokane, Sixth Subdivision, or at east switch Dishman, switch may be lined for main track and movement then made according to signal indication.

Staff System

301 (S). Movements of trains and engines on the Government trackage between Richland Junction (Yakima Branch) and yard limit sign on Government trackage at M.P. 43.8, are governed by staff system.

Divided staff, lettered "A" and "B", will be used and staff boxes are located at Richland Junction and at M.P. 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.

Slide Detector Signals

509 (U). 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.

Handling Switches

513 (R). Referring to Operating Rule 513:

At Ayer, yard engines may enter main track without waiting three minutes, providing train to be switched has stopped and switch to be used is within block occupied by standing train.

Interlocking

605 (U). 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..... 0 0 0
For old yard 0 0 0 0
For East Spokane 0 0 0 0
For N. P. transfer..... 0 0 0
For G. N. transfer..... ————
For S. I. balloon track..... ———— 0

663 (S). At Columbia River Bridge, M.P. 7.44 Yakima Branch, when a train is stopped by semi-automatic interlocking signal, a flagman must be sent to drawbridge to give proceed signal if derail and draw span are properly closed. Two long sounds of engine whistle must be sounded before proceeding, and movement must be made at restricted speed.

672 (R). 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 Operating 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.

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or obstruction	Clearance of engine or car is close at—
Sixth Subdivision		
M.P. 231.83.....	Tunnel No. 7.....	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. 275.97.....	Tunnel No. 12.....	Top and side.
M.P. 276.2.....	Tunnel No. 13.....	Top and side.
M.P. 276.48.....	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. 292.07.....	Tunnel No. 16.....	Top and side.
M.P. 294.37.....	Tunnel No. 17.....	Top and side.
M.P. 305.62.....	Overhead bridge.....	Top and side.
M.P. 325.70.....	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. 363.79.....	Overhead bridge.....	Side.
Spokane.....	Umbrella shed Track 1.....	Side.
Spokane.....	Umbrella shed Track 2.....	Side.
Spokane.....	Umbrella shed Track 7.....	Side.
Spokane.....	Umbrella shed Track 9.....	Side.
Spokane.....	Umbrella shed Track 11.....	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.
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. 24.31.....	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. 58.04.....	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.
M.P. 93.54.....	Overhead bridge.....	Top.
Yakima, First Avenue and C Street.....	Traffic light.....	Top.
Tekoa 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. 112.98.....	Overhead bridge.....	Top.
M.P. 115.79.....	Bridge.....	Side.
M.P. 143.07.....	Overhead bridge.....	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. 19.27.....	Overhead bridge.....	Top.

Location	Structure or obstruction	Clearance of engine or car is close at—
Wallace Branch		
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.
Pleasant Valley Branch		
M.P. 1.51.....	Bridge.....	Top and side.
M.P. 41.21.....	Overhead bridge.....	Top.
Pendleton Branch		
M.P. 0.51.....	Bridge.....	Top.
M.P. 36.86.....	Bridge.....	Side.
M.P. 74.12.....	Overhead bridge.....	Top and side.
Wallula Branch		
M.P. 10.35.....	Overhead bridge.....	Top and side.
M.P. 14.32.....	Bridge.....	Side.
Connell Branch		
M.P. 15.13.....	Bridge.....	Side.
M.P. 15.74.....	Overhead bridge.....	Top and side.

934 (U). On tracks listed below, only engines of types shown may be used:

(Note—Following are classified as DE-Switch engines: Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1800-1865 and 1870-1877.)

Location	Name of Track	Engines Permitted
Walla Walla ..	Pacific Fruit Spur	DE-Switch
Walla Walla ..	Walla Walla Gardeners Spur	
Walla Walla ..	Pacific Supply Co-op.	
Walla Walla ..	Walla Walla Cannery	
Walla Walla ..	Jefferson St. Connection Libbys.	
Walla Walla ..	Mill Spur.	

934 (V). Referring to Special Instruction 934 (S), following tracks have curvature in excess of 30 degrees:

Spokane —Spokane Flour Mill, Track 32.

Yakima Branch
Yakima —YVT Co., 3 tracks.

Pendleton Branch
Walla Walla —Track 58, Walla Walla Poultry Association.
—Track 67, Walla Walla Canning Co.
—Track 66, Walla Walla Canning Co.

934 (X). Referring to Special Instructions 934 (R), All Subdivisions:

At the following locations, 85 foot trailer flat cars may be handled on curves in excess of 16 degrees as provided therein:
Walla Walla, track serving rail trailer facilities.

934 (Z). Pile driver 900321 must not be handled on Connell Branch between Hooper Junction and Connell.

Cars with gross weight in excess of 240,000 pounds must not be handled over Bridge 17.23 at Riparia. Cars with gross weight exceeding 177,000 pounds but not more than 240,000 pounds must be separated from the locomotive and from any other car with gross weight exceeding 177,000 pounds by at least three cars with gross weight of less than 177,000 pounds, for movement over this bridge.

Air Brake Rules

1029 (R). Running test as prescribed in Air Brake Rules 1029, 1029 (A), 1029 (B) and 1029 (C) must be made before descending grades as follows:

Tekoa Branch—eastward trains at Darknell and Freeman;
—westward trains at Jerita;
—eastward trains at Crest;

Pendleton Branch
—eastward trains at Weston;
—westward trains at Alto.

1029 (S). At Spokane Union Station, passenger trains will make running air test only after leaving the elevated structure.

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, Relief to Starbuck, Alto to Menoken, Crest to Colfax, Plummer Jct. to Chatcolet, Burke to Wallace, Sierra Nevada Branch end of track to Bradley.

SPOKANE INTERNATIONAL RAILROAD COMPANY
SPOKANE SUBDIVISION AND COEUR D'ALENE BRANCH

Use of Engine Whistle

14 (T). Within the city limits of Spokane, it is unlawful to sound engine whistle except to signal flagman or interlocking operator or to prevent an accident not otherwise avoidable.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Spokane. (M.P. 0.03)	U. P.	U. P.	Stop Signs.
Spokane. (M.P. 0.04)	G. N.	G. N.	Stop Signs.
Grand Junction (M.P. 21.99)	N. P.	N. P.	Stop signs.
Grand Junction (M.P. 22.13)	C. M. St. P. & P.	S. L.	Stop signs.
Sandpoint (M.P. 75.2)	G. N.	G. N., N. P.	Stop signs.
Bonnars Ferry. (M.P. 109.4)	G. N.	G. N.	Stop signs.
Coeur d'Alene Branch Gibbs. (M.P. 7.79)	G. N.	G. N., C. M. St.-P. & P.	Stop signs.
Coeur d'Alene (M.P. 8.71)	G. N.	G. N.	Stop signs.

Flag Protection

99 (X). On Coeur d'Alene Branch between 6 A.M. and 6 P.M. daily, a speed of 10 MPH must not be exceeded by all extra trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently.

Public Crossings

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

Location	Instructions
Spokane-- Monroe Street Howard Street Mallon Avenue Division Street Greene Street	Member of crew must be on ground and stop vehicular traffic movement before movement is made by train or engine over crossings except where crossing is protected by automatic flashing light signals which are in operation.

1042 (V). Retaining valves must be used on descending grades as follows:

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

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 operative brake may be handled without the use of retaining valves. On trains averaging to exceed fifty gross tons per operative brake, one half of all retaining valves must be used.

Retaining valves must be used consecutively from head end of train.

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.

Location	Instructions
Spokane-- Hamilton Street	Manually controlled flashing light crossing signal must be activated before moving over crossing on SI spur. Switch key controller located on signal mast west of crossing.
Sandpoint--	Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.

Close Clearances

714 (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 Operating Rule M.)

Location	Structure or Obstruction	Clearance of engine or car is close at--
M.P. 32.70.....	Overhead bridge.....	Top.
M.P. 41.14.....	Overhead bridge.....	Top and sides.
M.P. 41.17.....	Overhead bridge.....	Top and sides.
M.P. 74.7.....	Street light post.....	Top and side.
M.P. 85.9.....	Bridge.....	Top and sides.
M.P. 101.1.....	Overhead bridge.....	Top and sides.
M.P. 109.9.....	Bridge.....	Top and sides.
M.P. 114.59.....	Tunnel No. 1.....	Top and sides.
M.P. 114.93.....	Tunnel No. 2.....	Top and sides.
M.P. 117.1.....	Tunnel No. 4.....	Top and sides.
M.P. 130.3.....	Bridge.....	Top and sides.
M.P. 136.1.....	Bridge.....	Top and sides.
Coeur d'Alene Branch		
M.P. 6.73.....	Overhead bridge.....	Top and sides.
M.P. 6.76.....	Overhead bridge.....	Top and sides.
M.P. 6.91.....	Overhead bridge.....	Top and sides.
M.P. 8.26.....	Overhead bridge.....	Top and sides.

Chaining Cars to Rail

813 (T). Cars must not be left standing on west leg of wye at Eastport unless securely chained to rail. When not in use, the switch to tail of wye must be set for east leg.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. Rating shown is for single unit. If more than one unit, rating of combined units will govern.

	31-45 5000 HP GE U50	60-61 5500 HP ALCO DL855	72B-98B 5000 HP EMD DD35	100-120 1000 HP EMD GP7	130-149B 500-542B 1750 HP EMD GP9 EMD F9	400-448 2400 HP EMD SD24	470-499 2000 HP EMD GP20	625-640 2500 HP GE U25B	675-679 2400 HP ALCO DL840	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	1000-1409 2500 HP EMD SDP35	3000-3047 3000 HP EMD SD40
FIRST SUBDIVISION													
Huntington to Durkee	4050	4000	3980	1500	1720	2850	1700	2000	1880	1900	1950	2600	3350
Durkee to Encina	1910	1900	1880	700	820	1320	800	950	900	900	920	1150	1500
Encina to North Powder	8000	8000	8000	3100	3450	5650	3450	4000	3900	3800	4000	4800	6450
North Powder to Telocaset	4050	4000	3980	1500	1720	2850	1700	2000	1880	1900	1950	2400	3250
Tolocaset to La Grande	8400	8400	8400	3300	3600	5950	3600	4200	4100	4000	4200	5050	6800
La Grande to Union Jct.	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Union Jct. to Telocaset	2750	2750	2750	1050	1100	1950	1200	1400	1350	1350	1350	1700	2250
Telocaset to Baker	5800	5800	5800	2300	2500	4700	2500	2950	2850	2800	2950	3500	4700
Baker to Encina	2750	2750	2750	1050	1100	1980	1200	1400	1350	1350	1350	1700	2250
Encina to Huntington	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
SECOND SUBDIVISION													
La Grande to Hilgard	4820	4820	4820	1820	2080	3400	2050	2400	2280	2300	2380	2500	3350
Hilgard to Kamela	1910	1900	1880	700	820	1320	800	950	900	900	950	1150	1500
Kamela to Hinkle	9600	9600	9600	3650	4100	6800	4100	4850	4700	4600	4850	5800	7750
Hinkle to Duncan	3800	3800	3800	1500	1640	2700	1640	1950	1900	1850	1950	2300	3100
Duncan to Kamela	2100	2100	2050	800	900	1475	900	1050	1000	1000	1020	1300	1700
Kamela to La Grande	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
THIRD SUBDIVISION													
Hinkle to Munley	7000	6900	6800	2700	3000	4900	3000	3500	3300	3400	3500	5600	7550
Munley to The Dalles	9999*	9999*	9999*	4150	4500	7500	4500	5300	5150	5050	5300	6300	8500
The Dalles to Soufert	6100	6100	6100	2300	2600	4300	2600	3050	2850	2900	3000	5250	6200
Soufert to M.P. 108	9999*	9999*	9999*	4750	5260	9999*	5260	6200	5900	5800	6200	7300	9999*
M.P. 108 to M.P. 114.5	6100	6100	6100	2300	2600	4300	2600	3050	2850	2900	3000	3750	5000
M.P. 114.5 to Boardman	9999*	9999*	9999*	4750	5260	9999*	5260	6200	5900	5800	6200	7300	9999*
Boardman to Hinkle	6100	6100	6100	2300	2600	4300	2600	3050	2850	2900	3000	3750	5000
FOURTH SUBDIVISION													
The Dalles to Crates	7000	6900	6800	2700	3000	4900	3000	3500	3300	3400	3500	5600	7550
Crates to Albina via Kenton	9999*	9999*	9999*	4750	5260	9999*	5260	6200	5900	5800	6200	7300	9999*
Troutdale to Portland via Graham	7000	6900	6800	2700	3000	4900	3000	3500	3300	3350	3500	4450	6000
Albina to Hood River via Kenton	6400	6400	6200	2400	2700	4500	2700	3200	3000	3100	3200	6100	8100
Portland to Troutdale via Graham	4100	4100	4000	1500	1800	2900	1800	2060	1900	1900	1200	2000	3550
Hood River to The Dalles	7000	6900	6800	2650	2970	4900	2950	3500	3450	3350	3300	5600	7550

CL—Car Limit.

*Rating exceeds 10,000 tons.

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FIFTH SUBDIVISION													
Albina to Vader	8000	8000	8000	4250	5000	6000	5000	5500	5300	5300	5500		
Vader to Napavino	4400	4400	4400	1800	2000	3100	2000	2300	2200	2200	2300		
Napavino to Argo	8000	8000	8000	4250	5000	6000	5000	5500	5300	5300	5500		
Argo to Centralia	8000	8000	8000	4250	5000	6000	5000	5500	5300	5300	5500		
Centralia to Napavino	3400	3400	3400	1400	1700	2450	1700	1950	1850	1850	1950		
Napavino to Albina	8000	8000	8000	4250	5000	6000	5000	5500	5300	5300	5500		
SIXTH SUBDIVISION													
Spokane to Geib	6150	6150	6150	2400	2650	4350	2850	3100	3000	3100	3700	5000	2950
Geib to Page	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Page to Humorist	9900	9900	9900	3900	4250	7050	4250	5000	4850	5000	6000	8000	4750
Humorist to Wallula	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Wallula to Juniper	9999*	9999*	9999*	3950	4300	7150	4300	5050	4900	5050	6100	8100	4800
Juniper to Hinkle	6150	6150	6150	2400	2650	4350	2650	3100	3000	3100	3700	5000	2950
Hinkle to Wallula	9999*	9999*	9999*	4350	4800	7800	4800	5500	5400	5500	6650	8950	5350
Wallula to Humorist	7200	7200	7200	2800	3100	5100	3100	3600	3500	3150	4300	5800	3450
Humorist to Ayer	9999*	9999*	9999*	3950	4300	7150	4300	5050	4850	5000	6000	8000	4750
Ayer to Geib	6150	6150	6150	2400	2650	4350	2650	3100	3000	3100	3700	5000	2950
Geib to Spokane	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL

*Rating in excess of 10,000 tons.
CL—Car Limit.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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	100-129 GP7	130-349B 500-542B GP9 F9 470-499 GP20	400-448 SD24	1000 1095	1800 1824		GP7	GP9 F9 GP20	SD24	1000 1095	1800 1824
Joseph Branch						Pendleton Branch					
Joseph to Rondowa	3200	3500	5800			Pendleton to Weston	1500	1500		1400	1400
Rondowa to Elgin	1800	2000	3250			Weston to Walla Walla	1350	1350		1150	1250
Elgin to LaGrande	3200	3500	5800			Walla Walla to Boles	1200	1200		1050	1125
La Grande to Lostine	2000	2200	3600			Boles to Alto	950	950		750	800
Lostine to Enterprise	1600	1750	2900			Alto to Walla Walla	1750	1750			
Enterprise to Joseph	1200	1300	2150			Walla Walla to Milton	2500	2500		1400	1400
						Milton to Weston	750	750		775	850
						Weston to Pendleton	3700	3700		3500	3750
Pilot Rock Branch						Tekoa Branch					
Pilot Rock to Rieth	CL	CL				Spokane to Chester	1750	1750		1175	1275
Rieth to Pilot Rock	2000	2000				Chester to Fairfield	1130	1130		750	825
						Fairfield to Latah	1650	1650		1042	1140
Umatilla Branch						Latah to Tekoa	2200	2200		2000	2150
Irrigon to Hinkle	CL	CL				Tekoa to Garfield	1700	1700		1200	1300
Hinkle to Irrigon	CL	CL				Garfield to Colfax	4000	4000		3500	3700
						Colfax to Crest	625	625		400	450
Heppner Branch						Crest to Winona	4000	4000		3500	3700
Heppner to Heppner Jct.	2750	3000	5000	3550	3400	Winona to Jerita	1900	1900		1500	1650
Heppner Jct. to Ione	2100	2350	3800	2750	2600	Jerita to Ayer	5000	5000		4000	5000
Ione to Heppner	1500	1610	2650	1900	1800	Ayer to Riparia	4000	4000		3200	3400
						Riparia to Ilay	1400	1400		1150	1250
Condon Branch						Ilay to Jerita	1000	1000		700	750
Condon to Clem	3200	3500	5800	4100	3900	Jerita to Winona	1850	1850		1500	1650
Clem to Mikkalo	1100	1200	2250	1400	1350	Winona to Mockonema	1750	1750		1400	1550
Mikkalo to Shutler	1500	1650	2700	1900	1850	Mockonema to Crest	1350	1350		1000	1100
Shutler to Arlington	2950	3300	5400	3800	3650	Crest to Elberton	2300	2300		2000	2200
Arlington to Rock Creek	725	800	1300	925	875	Elberton to Tekoa	1450	1450		1150	1250
Rock Creek to Barnett	525	600	950	700	650	Tekoa to Freeman	1435	1435		964	1050
Barnett to Mikkalo	800	850	1400	1000	950	Freeman to Spokane	4000	4000		3500	3700
Mikkalo to Gwendolyn	1000	1100	1800	1300	1225						
Gwendolyn to Condon	1000	1100	1800	1300	1225						
Bend Branch						Wallace Branch					
O.T. Jct. to North Jct.	2100	2350	3800	2750	2600	Plummer Jct. to Enaville	2250	2250		1700	1850
North Jct. to South Jct.	2400	2600	4300	3050	2900	Enaville to Kellogg	1900	1900		1300	1750
South Jct. to Madras	1050	1150	1900	1350	1275	Kellogg to Wallace	1900	1900		1200	1300
Madras to Bend	2100	2350	3800	2750	2600	Wallace to Gem	500	500		275	300
Bend to O.T. Jct.	4000	4000	6650	4700	4500	Gem to Burke	450	450		225	275
						Burke to Wallace	1200	1200		750	750
Grays Harbor Branch						Wallace to Chateolet	3000	3000		2500	2700
Hoquiam to Cosmopolis	1575	1700	2800	2000	1900	Chateolet to Plummer Jct.	1000	1000		550	600
Cosmopolis to Centralia	4000	4500	7500	5300	5100						
Centralia to Cosmopolis		5000		3800	4000	Connell Branch					
Cosmopolis to Hoquiam		2150		1500	1700	La Crosse to Hooper Jct.	3700	3700		3500	3700
						Hooper Jct. to Connell	1200	1200		1100	1200
						Connell to La Crosse	1300	1300		1200	1300
Olympia Branch						Pleasant Valley Branch					
Olympia to East Olympia	1800	1800		1400	1500	Seltice to Willada	1780	1780		1400	1550
East Olympia to Olympia	3500	3500		3500	2700	Willada to Winona	3500	3500		3000	3200
						Winona to St. John	1575	1575		1150	1250
Yakima Branch						St. John to Oakesdale	1400	1400		950	1025
Wallula to Yakima	5000	5000		3200	3500	Oakesdale to Seltice	2350	2350		1900	2100
Yakima to Wallula	5000	5000		3200	3500						
						Dayton Branch					
Wallula Branch						Bolles to Dayton	1600	1600		1600	1600
Wallula to Walla Walla	1700	1700		1450	1550	Dayton to Turner	800	800		875	875
Walla Walla to Wallula	3000	3000		2850	3000	Turner to Dayton	1500	1500		875	875
						Dayton to Bolles	2000	2000		3000	3000
						Pomeroy Branch					
Moscow Branch						Tucannon to Pomeroy	1500	1500		1200	1350
Colfax to Moscow	2000	2000		1200	1300	Pomeroy to Tucannon	2500	2500		3500	3500
Moscow to Colfax	CL	CL		3500	3700	Relief to Starbuck	1000	1000		3500	3500
						Starbuck to Relief	400	400		300	490

CL—Car Limit.

