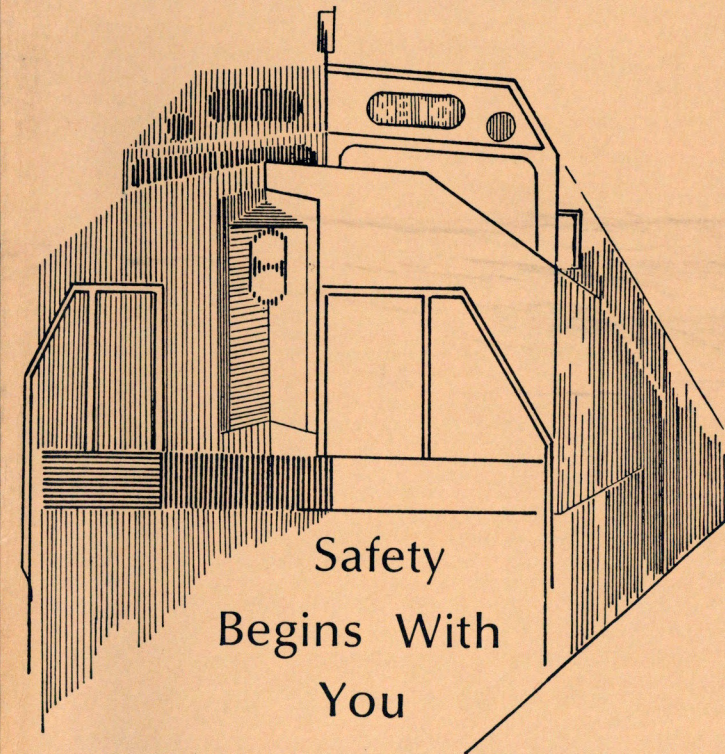


Union Pacific Railroad Company

Northwestern District



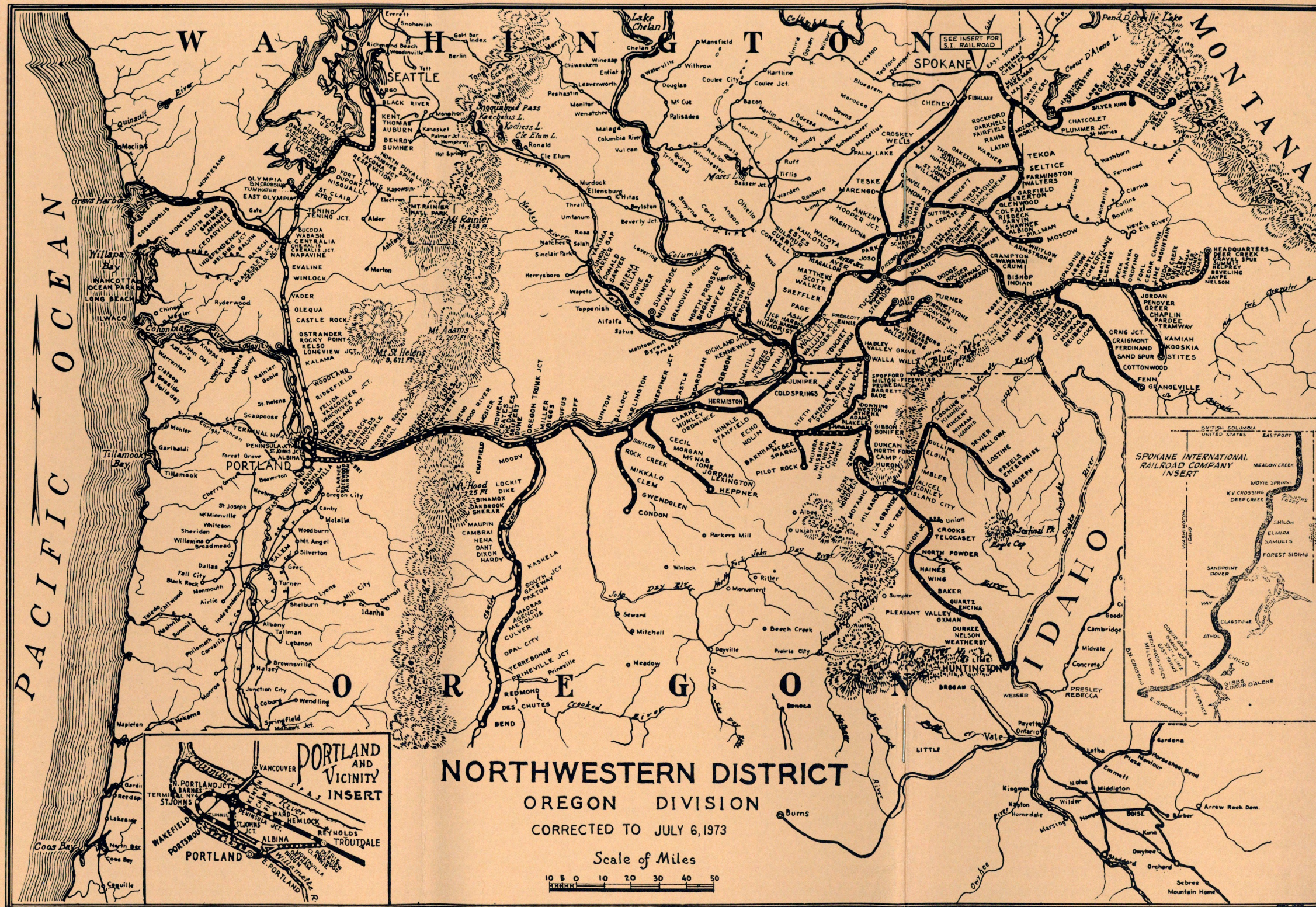
TIME-TABLE NO. 56
OREGON DIVISION
THIRD, FOURTH, FIFTH AND SIXTH
SUBDIVISIONS AND
SPOKANE INTERNATIONAL



EFFECTIVE SUNDAY JULY 29, 1973
AT 12:01 A.M. PACIFIC TIME

FOR EMPLOYEES ONLY

PRESS OF PAUL GIESEY / ADCRAFTERS, PORTLAND, OREGON, U. S. A.



G. H. BAKER
General Manager

J. BOWEN
General Superintendent Transportation

T. P. ROGERS
General Superintendent

L. A. KIRKEBY, Superintendent Albina, Ore.
J. R. Davis, Assistant Superintendent Albina, Ore.
A. R. Brown, Assistant Superintendent Spokane, Wash.
J. F. Chapman, Supt. Northern Terminals Seattle, Wash.
O. E. Vallen, Terminal Superintendent Argo, Wash.
C. R. Phelps, Asst. Terminal Superintendent Argo, Wash.
F. L. Hebdon, Terminal Superintendent Albina, Ore.
S. R. Colosso, Asst. Terminal Superintendent Albina, Ore.
W. E. Duncan, Terminal Trainmaster Albina, Ore.
B. R. Stevens, Terminal Trainmaster Albina, Ore.
H. H. Donaldson, Trainmaster Albina, Ore.
A. D. McGinnis, Trainmaster Albina, Ore.
M. S. Barkdull, Trainmaster Spokane, Wash.
S. R. Tortorelli, Trainmaster Spokane, Wash.
A. J. Simpson, Terminal Trainmaster Spokane, Wash.
F. W. Davis, Trainmaster Hinkle, Ore.
G. C. Fisher, Asst. Trainmaster Hinkle, Ore.
J. F. Stern, Terminal Trainmaster Argo, Wash.
R. D. Yingst, Terminal Trainmaster Argo, Wash.

J. L. Turner, Terminal Trainmaster The Dalles, Ore.
J. E. Pickett, Asst. Mechanical Superintendent Albina, Ore.
M. D. Sweet, Trainmaster La Grande, Ore.
E. E. Lindsey, Road Foreman of Engines La Grande, Ore.
D. L. Freeman, Road Foreman of Engines Albina, Ore.
J. C. Ladd, Road Foreman of Engines Spokane, Wash.
G. R. Spencer, Road Foreman of Engines Albina, Ore.
G. W. McDonald, Division Engineer Albina, Ore.
V. W. Wise, General Roadmaster Albina, Ore.
T. R. King, General Roadmaster Spokane, Wash.
M. E. Merritt, Asst. Mgr. of Safety Salt Lake City, Utah
R. E. Schroder, Supt. of Safety Albina, Ore.
M. H. Galloway, Chief Train Dispatcher Albina, Ore.
J. F. Fehrenbacher, Assistant Chief Train Dispatcher Albina, Ore.
F. H. Cavallo, Assistant Chief Train Dispatcher Albina, Ore.
P. A. Mead, Assistant Chief Train Dispatcher Albina, Ore.
D. C. Tannehill, Assistant Chief Train Dispatcher Albina, Ore.
D. E. Widner, Assistant Chief Train Dispatcher Albina, Ore.
G. M. Nonne, Assistant Chief Train Dispatcher Albina, Ore.

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters, when placed before the figures of the schedule, indicate:

- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

Rule 6(A)

The following letters, when placed in the columns provided, indicate:

- A—Automatic interlocking;
- B—Bulletins—general orders;
- C—Continuous office;
- F—Fuel;
- I—Manual interlocking;
- J—Junction;
- K—Standard clock;
- M—Railroad crossing protected by signals or gates;
- O—Agent or Operator;
- P—Dispatcher's telephone;
- Q—Radio installation;
- R—Train register;
- T—Turntable or wye;
- U—Railroad crossing not protected by signals or gates;

- W—Water;
- X—Crossover;
- Y—Yard limits;
- Z—Track scales.

Albina Train Dispatcher's Office
 Albina Crew Dispatcher's Board Room
 Albina Trainmen's Register Room
 Albina Terminal No. 4 Yard Office
 Argo Trainmen's Register Room
 Ayer Telegraph Office
 Bend (Joint) B. N. Inc. Telegraph Office
 Bonners Ferry Telegraph Office
 Centralia (Joint) B. N. Inc. Telegraph Office
 Eastport Telegraph Office
 Hinkle Enginemen's Register Room
 Hinkle Yard Office
 Hoquiam (Joint) B. N. Inc. Telegraph Office
 Kellogg-Wardner Telegraph Office
 Kennewick Telegraph Office
 Kenton Yard Office
 Moscow Telegraph Office
 Olympia Telegraph Office
 Seattle (Joint) Union Station Telegraph Office
 Spokane Telegraph Office
 East Spokane Trainmen's Register Room
 Sandpoint Telegraph Office
 Tacoma Yard Office
 The Dalles Telegraph Office
 Walla Walla Telegraph Office
 Yakima Telegraph Office
 Yakima Roundhouse

Standard clocks are located as shown below:

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	50"	72.	1'	60.	1' 10"	51.4	2'	30.
41"	87.8	51"	70.6	1' 1"	59.	1' 11"	50.7	2' 15"	26.6
42"	85.7	52"	69.2	1' 2"	58.	1' 12"	50.	2' 30"	24.
43"	83.7	53"	67.9	1' 3"	57.1	1' 15"	48.	2' 45"	21.8
44"	81.8	54"	66.6	1' 4"	56.2	1' 20"	45.	3'	20.
45"	80.	55"	65.4	1' 5"	55.3	1' 25"	42.3	3' 30"	17.1
46"	78.3	56"	64.2	1' 6"	54.5	1' 30"	40.	4'	15.
47"	76.6	57"	63.1	1' 7"	53.7	1' 35"	37.9	5'	12.
48"	75.	58"	62.	1' 8"	52.9	1' 40"	36.	6'	10.
49"	73.5	59"	61.	1' 9"	52.1	1' 45"	34.3	7'	8.6
						1' 50"	32.7	8'	7.5
						1' 55"	31.3	10'	6.

MILEAGE

Main Line 571.44
 Branches 982.70
 Grand Total 1554.14

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frnt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling wrecking derricks: American Hoist derrick 903050; Other derricks with 6-wheel trucks; Other derricks with 4-wheel trucks; For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		60 40 35 20
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling scale test cars other than car WO-3, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.		35 25 25
When using No. 20 equilateral.	60	60	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 14 turn-outs located on: Straight track; Curves.	30 20	30 20	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using other turn-outs.	15	15	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40 10
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.		40
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	Trains handling empty bulkhead flat cars except those equipped with special Toyota racks.		50
Within yard limits protected by continuous block signal system.	35	35	Trains handling open top hoppers U.P. 85000-88999 When loaded; When loaded with ballast.		50 35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
When using sidings in CTC territory.	20	20	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive.		50
When using other sidings and tracks other than main tracks unless a different speed is specified.	15	15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco.		35 45 45
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Wye tracks except those portions used as main track or siding.	6	6
Diesel locomotive running light on descending grades in excess of 1 percent, when use of engine brakes is necessary to control speed.		25			
Car body type unit backing up light or backing up as leading unit at front of train.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 75 tons per operative brake.		40			

WESTWARD		THIRD SUBDIVISION		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).
CARS	FEET	STATIONS			
		C-R	HINKLE UK	184.2	BFJKP QTWZ
		O	ORDNANCE RN	177.7	P
155	8785		MUNLEY	175.8	P
113	6465		CLARKE	169.8	P
174	9844		BOARDMAN	163.7	P
172	9735		CASTLE	157.3	P
172	9735		HEPPNER JCT.	147.5	JP
176	9962		ARLINGTON	138.3	JPT
172	9747		BLALOCK	128.7	P
172	9740		QUINTON	121.1	P
191	10795		GOFF	112.4	P
111	6402		BIGGS	103.1	P
42	2585		MILLER	100.4	
			OREGON TRUNK JCT.	95.1	JPX
			DUNE	91.9	PX
59	3500	C-R	THE DALLES DK	85.8	BFKPO TWXYZ
			(97.8)		

WESTWARD		FOURTH SUBDIVISION		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).
CARS	FEET	STATIONS			
		C-R	THE DALLES DK	85.8	BFKPO TWXYZ
			CRATES	81.7	PI
115	6615		ROWENA	76.5	P
111	6385		MOSIER	70.2	P
87	5070	C	HOOD RIVER KI	62.8	JPY
111	6365		MENO	58.7	P
110	6340		WYETH	50.2	P
118	6752	O	CASCADE LOCKS CJ	43.0	P
103	5950		BONNEVILLE	38.7	P
113	6480		DODSON	33.9	P
111	6360		BRIDAL VEIL	26.6	P
111	6375		ROOSTER ROCK	22.7	P
		C	TROUTDALE SN	15.6	IJPY
			FAIRVIEW	13.2	P
39	2430		CLARNIE	7.7	P
20	1375		GRAHAM	4.4	PY
		C	EAST PORTLAND EP	0.5	IJPTY
			HEMLOCK	17.0	P
45	2480	O	FIR FR	12.4	PY
			KENTON	8.1	BKPYZ
			PENINSULA JCT.	5.6	JPTY
			ST. JOHNS JCT.	4.2	JPY
		C-R	ALBINA B	1.6	BFKPO TWYZ
		C	EAST PORTLAND EP	0.5	IJPTY
		O-R	PORTLAND VC	0.0	BIJP
			VIA GRAHAM (85.4) VIA KENTON (91.8)		

Rules 251 to 254 inclusive apply between Biggs and The Dalles.
NOTE—Distance between M.P. 165 and M.P. 166, between Boardman and Clarke is 0.36 mile.

WESTWARD		FIFTH SUBDIVISION		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).
CARS	FEET	STATIONS			
			SEATTLE	183.2	BKY
			ARGO	180.1	BFIJKQ TWYZ
			C. M. St. P. & P. & P. C. CROSSING	173.8	
18	1300		BLACK RIVER	173.8	IJY
54	3235				

Between Black River and Tacoma Jct., trains are governed by Operating Rules, Time-Table and Special Instructions of Chicago, Milwaukee, St. Paul and Pacific R. R. Co.

		C	TACOMA JCT. JN	147.5	IJY
		C	RESERVATION RN	146.8	IJY
			B. N. CROSSING	146.5	
			B. N. CROSSING	146.4	
			U. P. Jct.	145.2	
			136.5		

Between Reservation and Portland, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

			VANCOUVER	8.7	
			C NORTH PORTLAND JCT. KD	6.8	IJPY
		C-R	ALBINA B	1.6	BFKPO TWYZ
			(181.6)		

Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct. Between Argo and Seattle Union Station there is no Main Track. For movements between these locations Rule 105 governs, and maximum speed of 15 MPH must not be exceeded.

On single track, except where Rule 261 is in effect, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

Rules 251 to 254 inclusive apply between Crates and The Dalles. Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

At Portland, trains and engines are governed by Operating Rules and Special Instructions of Portland Terminal Railroad Company while using Portland Terminal Railroad Company tracks.

NOTE—Distance between M.P. 56 and M.P. 57, between Wyeth and Meno is 0.6 mile.

ADDITIONAL STATIONS					
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection	
Third Subdivision					
Seufert.....	87.2	58 PXY	3460	West	
Rufus.....	108.7	25 P	1375	Both	
Fourth Subdivision					
Bruun.....	1.9	13 PY	700	Both	
Montavilla.....	5.9	12	690	Both	
Rockwood.....	11.8	49	2950	Both	
Eri.....	14.2	4	250	Both	
C. L. Lumber Co.....	45.1	5 P	300	East	
Via Kenton					
Champ.....	9.5	4	270	Both	
Ward.....	14.2	3	210	Both	
Reynolds.....	20.0	34 P	2210	Both	
Troutdale.....		93	6045	Both	

SPEED RESTRICTIONS—THIRD SUBDIVISION						
Location	Miles Per Hour		Location	Miles Per Hour		Location
	Psg.	Fr.		Psg.	Fr.	
Maximum speed.	79	70	Oregon Trunk Jct. 96.5 and 97.8.	75	65	Between Mile Posts—104.5 and 104.9.
Between Mile Posts—The Dalles Over street crossings between M.P. 84.3 and M.P. 84.7.	12	12	Between Mile Posts—98.8 and 99.3.	60	50	Goff 113.4 and 114.7.
84.8 and 85.1.	25	25	Biggs Through No. 20 equilateral turn-out at end of double track M.P. 103.2.	60	60	Ordnance 181.8 and 182.0.
85.1 and 87.3.	35	35				Hinkle
87.3 and 88.2.	75	65				

FOURTH SUBDIVISION						
Location	Miles Per Hour		Location	Miles Per Hour		Location
	Psg.	Fr.		Psg.	Fr.	
Maximum speed.	79	65	Between Mile Posts—14.8 and 18.5.	55	45	Between Mile Posts—66.4 and 66.7.
Portland Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	20.1 and 22.4.	60	50	67.1 and 68.2.
East Portland Between Mile Posts—0.4 and 0.7. (Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.)	8	8	Rooster Rock 23.8 and 24.0.	50	40	68.4 and 70.3.
Between Mile Posts—1.4 and 1.6. (Over street crossings between Portland and Albina.)	10	10	24.8 and 25.9.	60	50	70.4 and 72.7.
Kenton Over Columbia Boulevard, near Peninsula Jct. M.P. 5.6.	25	25	Bridal Veil 27.5 and 29.4.	60	50	73.7 and 75.0.
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	50	75.1 and 75.9.
East Portland Between Mile Posts—1.0 and 2.7.	35	25	31.7 and 32.8.	65	55	76.3 and 77.0.
2.7 and 7.6.	50	40	Dodson 35.5 and 37.3.	55	45	77.5 and 78.2.
Clarnie 10.9 and 13.2.	60	50	38.2 and 39.9.	60	50	79.0 and 81.2.
13.2 and 13.5.	50	40	41.4 and 42.5.	30	20	Crates Through No. 20 turn-out at end of double track M.P. 81.65.
			42.5 and 45.0.	50	40	81.8 and 82.1.
			45.0 and 49.0.	55	45	82.2 and 84.3.
			49.6 and 58.5.	60	50	The Dalles Over street crossings between M.P. 84.3 and M.P. 84.7.
			Meno 59.4 and 61.9.	50	35	84.8 and 85.1.
			Hood River 61.9 and 64.3.	35	35	85.1 and 87.3.
			64.3 and 66.4.	55	45	87.3 and 88.2.

FIFTH SUBDIVISION						
Location	Miles Per Hour		Location	Miles Per Hour		Location
	Psg.	Fr.		Psg.	Fr.	
Maximum speed.		45	Black River Trains and engines moving through new P.C.-U.P. crossover switches within interlocking M.P. 173.7.		15	Argo Through interlocking M.P. 180.0.
Tacoma Between Mile Posts—145.1 and 146.0. (On curves between Jct. Switch 15th Street and Reservation Tower.)		10				
Reservation 146.0 and 147.3. (On curves between Reservation Tower and Tacoma Jct.)		15	Between Mile Posts—178.2 and 178.5.		20	Argo Yard All turn-outs.

Third and Fourth Subdivisions:
Trains to or from Heppner or Condon Branches need not receive clearance at Heppner Jct. or Arlington. Trains enroute to Bend Branch must receive B.N. clearance at The Dalles. Only trains which originate or terminate at The Dalles need register at The Dalles.

Fifth Subdivision:
Clearance must be received as follows:
Black River — all eastward trains;
Reservation — all eastward trains.

All trains must receive B.N. clearance at Reservation or U.P. Jct. (Tacoma) when entering B.N. trackage at those locations.

Conductors of the following trains may register by register ticket per Operating Rule 83(A):
Black River — all trains.

CLEARANCE AND REGISTER EXCEPTIONS

WESTWARD		SIXTH SUBDIVISION									
LENGTH OF SIDINGS		SECOND CLASS					Time-Table No. 56 July 29, 1973				MILE POST
CARS	FEET	859	151	391	119	363	STATIONS				
		Daily	Daily	Monday Wed. Thurs. Sunday	Daily	Daily					
			10.00 PM		12.01 PM						
			A 10.09 PM		A 12.10 PM						
Between B. N. Crossing and Fish Lake, trains are governed by Operating											
			10.43 PM		12.45 PM						
117	6719		10.50		12.52						
42	2605		11.32 PM		1.33						
62	3700		12.01 AM		2.00						
43	2660		12.21		2.16						
33	2065		12.33	1.40 PM	2.25						
117	6715		12.52	2.02	2.41						
			10.30 PM								
			11.00	1.20	A 2.25 PM	3.00					
173	9770		11.16	1.40 ¹²⁰	3.12						
172	9752		11.31	2.00	3.23						
172	9710		11.46 PM	2.15	3.36 ²⁹⁸						
76	4440		12.10 AM	2.39	3.48						
134	7640		12.42 ¹²⁰	3.05	4.03	1.50 AM					
			12.46	3.10	4.06	1.55					
129	7395		1.05 ³⁶⁴	3.30	4.20	2.10					
131	7490		1.20	3.45	4.30	2.25					
			A 1.35 AM	A 4.05 AM	A 4.45 PM	A 2.40 AM					

CLEARANCE AND REGISTER EXCEPTIONS

Sixth Subdivision:

At the following locations, trains from connecting subdivisions will retain their identity on Sixth Subdivision and need not receive clearance:
Hooper Jct.;
Ayer Jct.

All trains must receive clearance at Ayer.

No. 860 must receive C.P. clearance in addition to U.P. clearance at Ayer.

Eastward trains via Fish Lake must receive B.N. clearance in addition to U.P. clearance at Ayer.

Westward trains must receive U.P. clearance in addition to B.N. clearance at B.N. Crossing, and need not receive clearance at Fish Lake.

Conductors of the following trains may register by register ticket, per Operating Rule 83(A):

Ayer —all trains, except during the hours when no operator is on duty;
Wallula—all trains.

Eastward B.N. trains leaving U.P. 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.

ADDITIONAL STATIONS—SIXTH SUBDIVISION

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Wallula Heights.....	217.9	67	3970	East	Scott.....	252.1	79 P	4660	Both
Humorist.....	222.6	72 P	4345	Both	Park.....	279.3	44 P	2780	Both
Sun Harbor.....	223.9	21	1410	Both	Teske.....	310.6	5	300	West
Ice Harbor.....	226.0	15	1075	West	Croskey.....	332.9	45 P	2730	Both
Sheffler.....	244.8	5	300	West					

SIXTH SUBDIVISION										EASTWARD		
MILE POST		Time-Table No. 56 July 29, 1973		SECOND CLASS					RULE 6(A).			
		STATIONS		120	364	392	298	860				
371.7		R	EAST SPOKANE 2.5						A	8.35 PM	BFIJKPQTWYZ	
369.2		C	B. N. CROSSING 14.5	CG	4.35 AM					8.10 PM	IJPQY	
Rules, Time-Table and Special Instructions of Burlington Northern Inc.												
354.7			FISH LAKE 4.2	A	4.00 AM				A	7.35 PM	JP	
350.5			CHENEY 28.2		3.50					7.25	P	
322.3			PALM LAKE 16.1		3.15					6.25	P	
306.2		O	MARENGO 13.4	RA	2.55					5.55	JPTY	
292.8			ANKENY 7.9		2.38					5.32	P	
284.9		R	HOOPER JCT. 11.8		2.29		A	6.00 AM		5.20	JPT	
273.1			JOSO 3.5		2.13					5.25	P	
269.6			AYER JCT. 3.6								A 9.15 PM	
268.1		O-R	AYER 11.4	JD	1.55			5.00 AM		4.30	9.05	BFIKPTWY
256.7			MATTHEWS 10.0		1.40 ¹⁵¹					4.06	8.40	P
246.7			WALKER 9.8		1.25					3.51	8.25	P
236.9			PAGE 8.7		1.10					3.36 ¹¹⁹	8.10	P
228.2			ASH 13.0		12.57					3.10	7.45	P
215.2		C-R	WALLULA 1.7	JN	12.42 ⁸⁵⁹		A	10.55 PM		2.50	7.25	JPTY
213.5			WALLULA JCT. 10.3		12.39	10.50				2.45	7.20	JPTY
203.2			JUNIPER 9.8		12.25	10.35				2.30	7.02	P
193.4			COLD SPRINGS 9.2		12.15	10.20				2.15	6.45	P
184.2		C-R	HINKLE 9.2	UK	12.01 AM	10.00 PM				2.00 PM	6.30 PM	BFJKPQTWYZ
			(181.6)		Daily	Daily		Daily Except Sunday		Daily	Daily	

On single track, except where Rule 261 is in effect, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 and No. 119 are superior to No. 392.—See Rule S-71.

Rules 261 to 264 inclusive apply between west switch Joso and east switch Ayer.

SPEED RESTRICTIONS—SIXTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH	LOCATION	MPH	LOCATION	MPH
Maximum speed.	60	Between Mile Posts— 230.6 and 232.3.	30	Ayer		Between Mile Posts— 295.4 and 297.0.	45
Hinkle		232.3 and 234.1.	50	Between Mile Posts— 268.2 and 269.7.	35	305.5 and 307.0.	35
Between Mile Posts— 184.5 and 184.8. (West and East legs of wye.)	20	234.2 and 234.6.	45	271.5 and 272.5.	15	Marengo 308.6 and 309.0.	45
Cold Springs 200.7 and 201.0.	50	235.4 and 236.0.	40	272.7 and 273.5.	35	Cheney 350.0 and 351.8. (Within city limits.)	35
Juniper 209.2 and 212.7.	35	Page 238.4 and 239.0.	40	275.1 and 276.9.	35	352.8 and 353.5.	40
Wallula Jct. 214.25 and 215.5 over manual switches.	20	239.7 and 240.1.	45	277.9 and 281.6.	35	M.P. 354.7 over turn-out.	25
Wallula 215.9 and 216.6.	40	240.6 and 244.5.	50	281.9 and 282.2.	40	B. N. Crossing Through interlocking, M.P. 369.2.	10
219.7 and 220.0.	40	244.5 and 246.4.	35	Hooper Jct. 286.1 and 286.5.	40	Over street crossings between B. N. Crossing M.P. 369.2 and East Spokane M.P. 371.7.	20
221.6 and 222.0.	50	246.5 and 247.0.	50	290.6 and 291.1.	40	Between B. N. Crossing M.P. 369.2 and Mission Ave., on line through old yard.	12
Humorist 226.7 and 227.0.	50	248.3 and 249.3.	50	291.9 and 292.3.	25		
Ash 229.3 and 229.6.	45	MattheWs 265.2 and 266.0.	50	Ankeny 294.4 and 294.5.	35		

WESTWARD		UMATILLA BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).	
CARS	FEET	STATIONS				
		C-R	HINKLE 3.9	UK	0.0	BFJKP QTWYZ
80	4675	O	HERMISTON 6.2	MN	3.9	
			UMATILLA 7.8		10.1	T
			IRRIGON (17.9)		17.9	

WESTWARD		HEPPNER BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).	
CARS	FEET	STATIONS				
37	2260	O-R	HEPPNER 8.9	HR	45.2	T
17	1210		LEXINGTON 5.3		36.3	
6	443		JORDAN 2.7		31.0	
14	890	O	IONE 3.1	ON	28.3	
3	195		McNAB 5.4		25.2	
10	805		MORGAN 5.3		19.8	
4	330		CECIL 14.5		14.5	
176	9880		HEPPNER JCT. (45.2)		0.0	JP

WESTWARD		CONDON BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).	
CARS	FEET	STATIONS				
21	1410	O-R	CONDON 8.2	CD	44.5	JTY
18	1250		GWENDOLEN 7.7		36.3	
22	1490		CLEM 4.2		28.6	
22	1490		MIKKALO 8.4		24.4	
6	635		ROCK CREEK 8.7		16.0	
22	1465		SHUTLER 7.3		7.3	
176	9960		ARLINGTON (44.5)		0.0	JPT

WESTWARD		OLYMPIA BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).	
CARS	FEET	STATIONS				
			EAST OLYMPIA 2.0		0.0	JT
			CAPITOL 2.9		2.0	
			TUMWATER 2.4		4.9	
			B. N. CROSSING 0.1		7.3	Y
		O-R	OLYMPIA (7.4)	OA	7.4	BJKT WYZ

SPEED RESTRICTIONS		MPH
UMATILLA BRANCH		
Maximum Speed.		25
Hinkle Between Mile Posts— 0.0 and 0.1.		10
2.3 and 3.7.		15
Hermiston Standard and Union Oil Spurs.		6
On House Track west of McNaught Warehouse.		6
Street Crossing M.P. 3.8.		10
Umatilla		

SPEED RESTRICTIONS		MPH
HEPPNER BRANCH		
Maximum Speed.		25
Between Mile Posts— 0.0 and 0.3.		15
Cecil 16.0 and 16.2.		20
17.9 and 19.0.		20
Morgan 20.7 and 22.7.		15
McNab 31.5 and 31.7.		20

SPEED RESTRICTIONS		MPH
CONDON BRANCH		
Maximum Speed.		25
Between Mile Posts— 0.0 and 0.9.		15
Shutler 15.4 and 16.1.		20
16.1 and 16.2.		10
16.2 and 17.2.		15
17.8 and 18.6.		20
On Descending Grade Between— 19.7 and 16.0.		10
Between Mile Posts— 21.2 and 22.0.		15
Mikkalo 25.5 and 25.8.		15
27.8 and 28.9.		15
29.9 and 31.3.		20
33.0 and 33.4.		15
On Descending Grade Between— 33.8 and 24.4.		10
Between Mile Posts— 34.3 and 35.2.		15
Gwendolen 44.0 and End of Track.		15

SPEED RESTRICTIONS		MPH
OLYMPIA BRANCH		
Maximum Speed.		20
Between Mile Posts— 0.0 and 0.2.		10
Tumwater 5.0 and 5.8.		15
5.8 and End of Track.		10

Movements on Umatilla Branch between M.P. 1.25 and Irrigon are governed by Staff System. Staff will be secured from and must be returned to operator at Hinkle. See Special Instructions 300 (R).

Movements on Heppner Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Heppner Jct. See Special Instructions 300 (R).

Movements on Condon Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Arlington. See Special Instructions 300 (R).

Movements on Olympia Branch between M.P. 7.0 and East Olympia are governed by Staff System. Staff located in staff box near door of trainmen's and enginemen's locker room at Olympia. See Special Instructions 300 (R).

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).
CARS	FEET	STATIONS			
		SECOND CLASS 307	309 CMStP&P		
		Daily Except Sunday	Daily Except Sunday		
		12.01 AM		C-R	CENTRALIA 2.4
				0.0	A 7.30 PM
					BFJK TWYZ

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc. Time shown at Centralia is for information only.

Length of Sidings	Cars	Feet	Time	Station	Mile Post	Time	Station	Mile Post	Time	Station	Rule
			12.15 AM	BLAKESLEE JUNCTION	2.4	A 7.15 PM				JMV	
				B. N. CROSSING	2.4					M	
				C. M. St. P. & P. CROSSING	2.4					M	
14	1330		12.25	GALVIN	5.0	7.05					
			12.50	HELSING JUNCTION	12.2	6.40	A 7.40 PM			J	
43	2650		12.55	INDEPENDENCE	13.7	6.35	7.35				
44	2690		1.20	CEDARVILLE	22.2	6.10	7.10				
37	2325		1.45	SAGINAW	30.8	5.45	6.45				
5	350		1.50	SOUTH ELMA	32.5	5.40	6.40				
44	2720		2.25	SOUTH MONTESANO	42.4	5.05	6.05			TY	
				MONTESANO	43.9					JY	
44	2720		2.25	SOUTH MONTESANO	42.4	5.05	6.05			TY	
29	1895		3.00	COSMOPOLIS	52.6	4.30	5.30			Y	
				SOUTH ABERDEEN JCT.	53.2					JY	
				B. N. CROSSING	53.3					UY	
70	4110	A	3.10 AM	A 2.35 AM	O-R	ABERDEEN	SA	53.9	4.20 PM	5.20 PM	YZ

Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc. Time shown at Hoquiam is for information only.

Length of Sidings	Cars	Feet	Time	Station	Mile Post	Time	Station	Mile Post	Time	Station	Rule
			A 3.30 AM	A 3.05 AM	O-R	HOQUIAM	HO	57.5	4.00 PM	5.00 PM	BFKT WYZ
						(57.5)			Daily Except Sunday	Daily Except Sat.	

ADDITIONAL STATIONS—GRAYS HARBOR BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Raisch.....	2.6	6	395	Both

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

No. 308 arriving Helsing Junction will run as No. 309 Helsing Junction to Aberdeen, and need not receive clearance at Helsing Junction.

SPEED RESTRICTIONS—GRAYS HARBOR BRANCH		MPH
LOCATION		
Maximum Speed.		25
Centralia Between Mile Posts— 1.0 and 1.3.		15
Blakeslee Jct. 4.3 and 4.7.		20
Galvin 6.5 and 6.8.		20
11.9 and 12.1.		20
Helsing Jct 14.0 and 20.0.		20
Cedarville 34.4 and 36.5.		20
38.0 and 42.0.		20
South Montesano 50.9 and 52.1.		15
50.9 and 52.1. (When handling logs.)		8
Aberdeen 52.1 and 52.7. (City Limits Aberdeen.)		20
52.7 and 53.1. (Street Crossings.)		10
M.P. 53.1. (Boon St. Crossing.)		5
Between Mile Posts— 53.1 and 55.7. (Street Crossings.)		10

WESTWARD		BEND BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	RULE 6(A).
CARS	FEET	STATIONS			
		SECOND CLASS 313			
		Daily Except Monday			
		5.00 AM	C-R	BEND	D 150.0
					A 2.30 PM
					BFJK TWYZ
Between Oregon Trunk Junction and Bend, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.					
		A 12.01 PM		OREGON TRUNK JUNCTION	0.0
				(150.0)	7.30 AM
					Daily Except Sunday
Bend Branch shown for information only.					

WESTWARD					YAKIMA BRANCH					EASTWARD									
SECOND CLASS					Time-Table No. 56 July 29, 1973					SECOND CLASS									
LENGTH OF SIDINGS		373 (B. N.)	371	363	Mile Post	364	372	374 (B. N.)	RULE 6(A).	STATIONS									
Cars	Feet	Daily Except Sunday	Daily Except Sunday	Daily						364	372	374 (B. N.)	RULE 6(A).						
32	2025			10.10	98.0	A	2.35 AM		BFJK TWYZ	O-R	YAKIMA NY	98.0	A	2.35 AM					
					94.6		2.25		Y		UNION GAP	94.6							
					91.3				M	Block Signals	B. N. CROSSING	91.3							
24	1600			10.20	90.8		2.15			Block Signals	PARKER	90.8		2.15					
					89.4				M	Block Signals	B. N. CROSSING	89.4							
24	1615			10.29	86.8		2.11				DONALD	86.8		2.11					
31	2000			10.40	81.6		2.00		J		BUENA	81.6		2.00					
				10.45	78.5		1.55		JY	O	ZILLAH AH	78.5		1.55					
44	2705			10.53	73.4		1.47				GRANGER	73.4		1.47					
31	1960			11.10	63.6		1.30		JTY	R	MIDVALE	63.6		1.30					
42	2600			11.20	57.7		1.20		JY	O	GRANDVIEW GW	57.7		1.20					
36	2275			11.35	50.8		1.05				NORTH PROSSER	50.8		1.05					
44	2750			11.50	43.0		12.50				CHAFFEE	43.0		12.50					
36	2240			12.05 AM	36.5		12.35				BENTON CITY	36.5		12.35					
42	2660			12.20	31.3		12.20 AM				ACTON	31.3		12.20 AM					
42	2575	7.40 AM	6.20 AM	12.40	19.0		11.55	A 5.20 AM	A 5.30 AM	R	RICHLAND JCT.	19.0		11.55	A 5.20 AM	A 5.30 AM		JPY	
35	2205	A 8.00 AM	A 6.50 AM	12.55	13.2		11.40	5.00 AM	5.10 AM	O	KENNEWICK KN	13.2		11.40	5.00 AM	5.10 AM		BJK PWY	
7	675			1.05	8.7		11.20		P		HEDGES	8.7		11.20					
61	3675			1.15	7.0		11.10		JP		VILLARD JCT.	7.0		11.10					
61	3670				0.6				JPY		ATTALIA	0.6							
134	7640			A 1.30 AM	0.0		10.55 PM		JPTY		WALLULA JN	0.0		10.55 PM					
					(98.4)		Daily	Daily Except Sunday	Daily Except Sunday										

SPEED RESTRICTIONS—YAKIMA BRANCH	
LOCATION	MPH
Maximum Speed.	40
Villard Jct. Between Mile Posts—7.3 and 7.4.	25
Bridge 7.44.	10
Between Mile Posts—8.0 and 8.5.	30
Kennewick 11.8 and 14.9. (Over Street Crossings.)	8
Richland Jct. On Government Track between Richland Jct. and North Richland.	25
Between Mile Posts—18.0 and 19.5. (Within Yard Limits.)	15
32.3 and 36.3.	35
36.3 and 37.2.	30
37.5 and 38.6.	10
41.0 and 41.9.	30
Chaffee 49.2 and 49.5.	35
North Prosser 57.4 and 58.4.	30
Midvale 72.6 and 74.4.	30
78.0 and 78.9.	15
Donald 89.3 and 89.5.	10
Parker 91.0 and 91.7.	15
Union Gap 96.9 and 97.9.	10
97.9 and End of Track.	6

ADDITIONAL STATIONS—YAKIMA BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Biggam.....	48.3	8	475	Both
Boone.....	76.4	4	250	East

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

No. 372 arriving at Richland Jct. will run as No. 371 Richland Jct. to Kennewick, and need not receive clearance at Richland Jct.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick, and need not receive clearance at Richland Jct.

Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage at M.P. 43.8 are governed by Staff System. Divided staff will be used. See Special Instructions 300(S).

WESTWARD					SUNNYSIDE BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 56 July 29, 1973					SECOND CLASS				
LENGTH OF SIDINGS		CARS	FEET	STATIONS	MILE POST	RULE 6(A).	STATIONS							
CARS	FEET						STATIONS	MILE POST	RULE 6(A).					
31	1960	R		MIDVALE 2.8	0.0	JTY								
				SUNNYSIDE	2.8	JY								
				(2.8)										

Sunnyside Branch yard limits are continuous from M.P. 0.0 to M.P. 2.8.

SPEED RESTRICTION—SUNNYSIDE BRANCH	
LOCATION	MPH
Maximum Speed.	20

WESTWARD					WALLULA BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 56 July 29, 1973					SECOND CLASS				
LENGTH OF SIDINGS		CARS	FEET	STATIONS	MILE POST	RULE 6(A).	STATIONS							
CARS	FEET						STATIONS	MILE POST	RULE 6(A).					
2	375			O-R WALLA WALLA 2.0 COLLEGE PLACE 0.2	30.9	BFJKP TWYZ								
				W. W. V. RY. CROSSING 0.1	28.9	Y								
12	920			GARRETT 4.6	28.7	M								
6	590			WHITMAN 4.7	28.6	Y								
23	1550			LOWDEN 4.3	24.0									
107	6165			TOUCHET 11.2	19.3									
				ZANGAR JCT. 11.2	15.0									
					3.8	J								
Between Zangar Jct. and Wallula Jct. trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.														
				3.8 WALLULA JCT. (30.9)	0.0	JPTY								
Eastward trains to Wallula Branch must receive clearance at Wallula, and need not receive clearance at Zangar Jct.														

SPEED RESTRICTIONS—WALLULA BRANCH		
LOCATION	MPH	
Maximum Speed.	25	
Zangar Jct. Between Mile Posts—3.8 and 4.9.	20	
5.9 and 9.7.	15	
10.0 and 11.4.	20	
12.1 and 12.6.	15	
Touchet 18.5 and 18.6.	20	
Garrett W. W. V. Ry. Crossing M.P. 28.7.	12	

WESTWARD					PENDLETON BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 56 July 29, 1973					SECOND CLASS				
LENGTH OF SIDINGS		CARS	FEET	STATIONS	MILE POST	RULE 6(A).	STATIONS							
CARS	FEET						STATIONS	MILE POST	RULE 6(A).					
20	1385			ALTO 7.5	83.0									
17	1200			MENOKEN 4.2	75.5									
20	1355	12.50 PM		BOLLES 4.6	71.3	A 10.05 AM	J							
19	1310	1.10	O	PRESCOTT SY 13.1	66.7	9.45								
15	1105	1.55		VALLEY GROVE 6.4	53.6	9.00								
				B. N. CROSSING 0.6	47.2		U							
				W. W. V. RY. CROSSING 0.5	46.6		U							
				A 2.25 PM O-R WALLA WALLA BU 1.9	46.1	8.30 AM	BFJKP TWYZ							
				W. W. V. RY. CROSSING 4.3	44.2		M							
21	1415			SPOFFORD 3.6	39.9									
				W. W. V. RY. CROSSING 0.1	36.3		M							
30	1900		O	MILTON-FREEWATER CO 9.5	36.2		JY							
40	2475			BLUE MOUNTAIN 3.3	26.7									
14	1060			DOWNING 2.5	23.4									
57	3400		O	WESTON WT 3.7	20.9									
14	1055		O	ATHENA CN 4.6	17.2									
32	2050			ADAMS 2.6	12.6									
10	845			BLAKELEY 10.0	10.0									
				O-R PENDLETON FD	0.0		BJKP TWYZ							
				(83.0)		Daily Except Sunday								

SPEED RESTRICTIONS—PENDLETON BRANCH		
LOCATION	MPH	
Maximum Speed.	25	
Pendleton Between Mile Posts—0.0 and 0.6. (Over S.W. Fourth, Main and S.E. Third Streets.)	12	
0.6 and 2.2.	20	
8.8 and 9.8.	15	
Athena 17.0 and 18.1. (Over Street Crossings.)	15	
Between Mile Posts—20.2 and 21.3.	20	
Between Downing M.P. 23.5 and Barrett M.P. 33.1. On Descending Grade.	10	
Between Mile Posts—24.0 and 26.2.	15	
28.3 and 33.4.	15	
Milton-Freewater 35.6 and 36.8. (Over Street Crossings.)	15	
W. W. V. Ry. Crossing, M.P. 36.3.	10	
W. W. V. Ry. Crossing, M.P. 44.2.	15	
Walla Walla Between Mile Posts—45.1 and 47.6.	20	
45.2 and 47.6. (Over Street Crossings.)	12	
On West Leg of Wye.	5	
52.7 and 53.4.	15	
Valley Grove 64.8 and 66.3.	15	
Bolles 71.4 and 76.1.	10	
76.1 and 78.4.	20	
78.4 and 81.2.	10	
Alto		

Movements on Pendleton Branch between Bolles and Alto are governed by Staff System. Staff located in staff box adjacent to junction switch at Bolles. See Special Instructions 300(R). No. 365 need not receive clearance at Bolles.

Except where Staff System is in effect, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

ADDITIONAL STATIONS—PENDLETON BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Bade.....	30.2	12	730	Both
Barrett.....	33.1	10	600	Both
Hadley.....	56.5	17	1000	Both
Ennis.....	60.9	7	410	Both
McCall.....	69.4	1	55	Both
McKay.....	78.6	6	345	Both

WESTWARD		TEKOA BRANCH			EASTWARD				
LENGTH OF SIDINGS		SECOND CLASS			MILE POST	SECOND CLASS			RULE 6(A).
CARS	FEET	859	391	387		388	392	860	
		Time-Table No. 56 July 29, 1973							
		STATIONS							
		6.00 AM	12.30 AM					BFIJKPQ TWYZ	
47	2865	6.10	12.40		161.0	A 11.00 AM	A 1.55 PM	IJPY	
27	1750	6.20	12.50		158.9	10.45	1.45	P	
62	3660	6.45	1.15		155.7	10.35	1.35	P	
		7.00	A 1.30 AM		149.7	10.10	1.10	JPY	
17	1225	7.20			143.6	9.55 AM	12.55		
34	2170	7.35			138.4		12.35		
28	1840	7.50			135.1		12.20		
18	1245	8.05			131.7		12.05 PM		
		8.35			123.3		11.35 AM		
8	740	A 8.55 AM			116.1		11.10	TY	
21	1440				110.4		10.50	J	
					104.5		10.30		
28	1825				95.4			U	
21	1405				95.1		10.05	J	
24	1600				89.7		9.45		
26	1700				77.4		9.00	JTY	
22	1460				72.5		8.30		
22	1480				68.5		8.15		
54	3260	12.15 PM			57.9		7.40		
37	2320	12.25			52.1		7.20	JTY	
19	1345	A 12.45 PM			48.0		7.10		
34	2160				41.5		6.50 AM	JTY	
35	2180				35.8				
44	2690	860 10.00 PM			30.2			859 A 10.00 PM	
10	810	A 10.30 PM			17.5			9.40	
					11.8			9.20 PM	
					7.2			JY	
					(153.8)	Daily	Daily Except Sunday	Daily	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 and No. 388.—See Rule S-71.

Eastward trains from C.M.St.P.&P. at Manito must receive U.P. clearance in addition to C.M.St.P.&P. clearance at Plummer and need not receive clearance at Manito.

Westward trains need not receive clearance at East Spokane, but must receive clearance at Dishman.

U.P. trains enroute to C.M.St.P.&P. at Manito must receive C.M.St.P.&P. clearance in addition to U.P. clearance at Dishman.

Trains from connecting subdivisions will retain their identity and need not receive clearance at Seltice, Tucannon, Ayer Jct., or at Colfax, Winona or La Crosse, unless train order signal indicates Stop.

Trains from C.P. at Riparia must receive U.P. clearance in addition to C.P. clearance at Lewiston and need not receive clearance at Riparia.

Trains enroute to C.P. at Riparia must receive C.P. clearance in addition to U.P. clearance at Ayer.

ADDITIONAL STATIONS—TEKOA BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Pierson.....	20.1	2	140	West
Schreck.....	31.9	11	675	Both
Thera.....	64.8	14	835	Both
Glenwood.....	83.5	12	705	Both
Walters.....	98.6	14	800	Both
Rahm.....	125.9	4	280	Both
Freeman.....	146.9	16	1010	Both

SPEED RESTRICTIONS—TEKOA BRANCH—SEE PAGE 13

SPEED RESTRICTIONS—TEKOA BRANCH					
LOCATION		MPH	LOCATION		MPH
Maximum Speed.		40	Between Mile Posts—58.0 and 59.2.		30
Ayer Jct. Turn-out M.P. 7.17. (M.P. 269.69 Sixth Subdivision)		25	59.2 and 61.2.		35
Tucannon Between Mile Posts—11.8 and 12.7.		25	61.2 and 61.5.		30
Riparia 17.6 and 17.9.		25	62.7 and 63.0.		30
19.7 and 19.9.		15	64.3 and 66.3.		25
19.9 and 23.6.		25	67.3 and 67.7.		35
23.6 and 27.1.		20	68.2 and 70.1.		20
27.1 and 28.7.		15	71.0 and 71.2.		35
28.7 and 30.5.		25	72.4 and 72.6.		35
30.5 and 33.4.		20	73.2 and 75.3.		15
33.4 and 36.9.		15	75.3 and 78.2.		12
36.9 and 37.8.		25	78.2 and 79.0.		15
37.8 and 39.3.		15	79.0 and 79.2.		20
39.3 and 43.7.		25	79.2 and 89.4.		15
46.0 and 47.0.		35	89.6 and 90.4.		25
Sutton 48.8 and 50.0.		20	90.4 and 91.3.		25
50.0 and 54.8.		25	91.3 and 91.9.		15
54.8 and 55.0.		30	91.9 and 104.6.		25
55.0 and 58.0.		35	104.6 and 105.8.		20
			105.8 and 115.6.		25
			115.6 and 117.6.		15
			Fairfield 132.6 and 133.5.		25
			133.5 and 133.7.		15
			133.7 and 137.0.		20
			137.0 and 138.6.		15
			138.6 and 141.0.		25
			141.0 and 141.2.		20
			142.6 and 143.2.		20
			143.2 and 147.6.		30
			147.6 and 150.8.		25
			150.8 and 153.9.		15
			153.9 and 155.5.		20
			Between M.P. 149.0 and M.P. 155.5 On Descending Grade.		20
			Chester		

WESTWARD		DAYTON BRANCH			EASTWARD	
LENGTH OF SIDINGS		SECOND CLASS	Time-Table No. 56 July 29, 1973	Mile Post	SECOND CLASS	Rule 6(A).
CARS	FEET	365			366	
		STATIONS				
22	1460		TURNER 2.1	24.8		
18	1275		WHETSTONE 9.6	22.7		
11	875	11.50 AM	O DAYTON DA 0.09	13.1	A 11.05 AM	JTY
			B. N. CROSSING 0.01	13.0		U
			B. N. CROSSING 0.1	13.0		U
		A 11.55 AM	DAYTON JCT. 7.7	12.9	11.00 AM	JY

Between Waitsburg Jct. and Dayton Jct., trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

		12.25 PM	R WAITSBURG JCT. 1.7	5.2	A 10.30 AM	JY
17	1235	12.35	O WAITSBURG BG 3.5	3.5	10.20	
20	1345	A 12.50 PM	BOLLES	0.0	10.05 AM	J
			(24.8)		Daily Except Sunday	

Movements on Dayton Branch between Dayton and Turner are governed by Staff System. Staff located in staff box near entrance to B. N. depot at Dayton. See Special Instructions 300(R).

No. 366 need not receive clearance at Bolles.
No. 366 arriving Dayton will run as No. 365 Dayton to Bolles and need not receive clearance at Dayton.

SPEED RESTRICTIONS—DAYTON BRANCH	
LOCATION	MPH
Maximum Speed.	25
Bolles Between Mile Posts—0.0 and 0.6.	15
0.6 and 5.3.	20
Dayton 12.5 and 13.0. (Over street crossings.)	15
13.0 and 25.0.	10
Turner	

On single track, except where staff system is in effect, eastward trains are superior to westward trains of the same class.—See Rule S-71.

WESTWARD ↙ **TUCANNON BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973	Mile Post	Rule 6(A).
CARS	FEET			
STATIONS				
			4.8	JT
		R	0.0	JTY
(4.8)				

ADDITIONAL STATION—TUCANNON BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Powers.....	3.0	6	350	Both

SPEED RESTRICTIONS—TUCANNON BRANCH

LOCATION	MPH
Maximum Speed.	40
Tucannon Between Mile Posts—0.7 and 1.0.	25
1.3 and 2.4.	35
Powers 3.0 and 3.7.	25
3.7 and 4.0.	15
Starbuck	

Movements on Tucannon Branch and on Pomeroy Branch are governed by Staff System. Staff for both branches located in register booth at Tucannon. See Special Instructions 300(R).

WESTWARD ↙ **POMEROY BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973	Mile Post	Rule 6(A).
CARS	FEET			
STATIONS				
30	1670	O-R	28.9	
18	1305		24.4	
4	480		16.3	
13	985		7.9	
			0.0	JT
(28.9)				

ADDITIONAL STATION—POMEROY BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Houser.....	19.1	4	250	Both

SPEED RESTRICTIONS—POMEROY BRANCH

LOCATION	MPH
Maximum Speed.	25
Starbuck Between Mile Posts—0.0 and 0.6.	10
3.0 and 6.8.	20
Dodge 17.6 and 17.9.	20
Zumwalt 25.3 and 26.0.	20
28.4 and End of Track. (Over street crossings.)	10

WESTWARD ↙ **MOSCOW BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		SECOND CLASS 379 Daily Except Sunday	Time-Table No. 56 July 29, 1973	Mile Post	SECOND CLASS 378	Rule 6(A).
CARS	FEET					
		8.00 AM	O-R MOSCOW MO	28.1	A 2.00 PM	BJKWY
1	315	8.30	7.6 WHITFLOW	20.5	1.10	
			1.2 B. N. CROSSING	19.3		U
17	1225	8.40	0.6 PULLMAN XN	18.7	1.00	
16	1155	9.05	6.0 ALBION	12.7	12.25	
14	1020	9.20	3.0 SHAWNEE	9.7	12.10 PM	
		A 10.00 AM	O-R COLFAX CA	0.0	11.30 AM	JMTY
(28.1)						

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-71.
No. 379 arriving Colfax will run as No. 378 Colfax to Moscow, and need not receive clearance at Colfax, unless train order signal indicates Stop.

ADDITIONAL STATIONS—MOSCOW BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Risbeck.....	4.5	5	310	Both
Parvin.....	7.8	9	525	Both

SPEED RESTRICTIONS—MOSCOW BRANCH

LOCATION	MPH
Maximum Speed.	25
Colfax Between Mile Posts—0.0 and 1.1.	12
1.1 and 3.1.	15
3.9 and 4.2.	20
Risbeck 5.5 and 7.5.	15
Parvin 8.4 and 8.8.	15
Shawnee 9.9 and 10.0.	20
10.6 and 11.3.	15
12.2 and 15.0.	15
15.4 and 17.3.	20
17.3 and 19.5.	15
Pullman 18.1 and 19.5. (Over Street Crossings.)	6
B. N. Crossing 19.9 and 20.0.	15
24.6 and 25.4.	15
Moscow 26.5 and 28.5. (Over Street Crossings.)	12
27.0 and End of Track.	20

WESTWARD ↙ **PLEASANT VALLEY BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		SECOND CLASS 391 Daily Except Sat.	Time-Table No. 56 July 29, 1973	MILE POST	RULE 6(A).
CARS	FEET				
9	790	9.01 AM	SELTICE	48.0	J
			8.2 B. N. CROSSING	39.8	U
			0.03 B. N. CROSSING	39.7	U
26	1735	9.30	0.55 OAKESDALE ON	39.1	J
36	2250	10.00	7.9 THORNTON	31.2	
			0.5 B. N. CROSSING	30.7	M
21	1455	10.45	12.4 ST. JOHN SJ	18.3	
21	1415	11.15	6.8 WILLADA	11.5	
42	2640	11.45 AM	7.1 GRAVEL PIT	4.4	
54	3260	A 12.01 PM	4.4 WINONA WA	0.0	JTY
(48.0)					

ADDITIONAL STATIONS—PLEASANT VALLEY BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Juno.....	20.8	9	530	Both
Sunset.....	25.4	22	1410	Both
Warner.....	45.3	9	530	Both

Movements on Connell Branch between Hooper Jct. and Connell are governed by Staff System. Staff located in staff box in register booth at Hooper Jct. See Special Instructions 300(R).
No. 391 need not receive clearance at La Crosse, unless train order signal indicates Stop, and need not receive clearance at Seltice.
No. 392 need not receive clearance at Hooper Jct.

SPEED RESTRICTIONS—PLEASANT VALLEY BRANCH

LOCATION	MPH
Maximum Speed.	25
Winona Between Mile Posts—0.0 and 0.2.	15
Gravel Pit 5.1 and 6.1.	20
Willada 16.1 and 19.3.	20
Huntley 22.7 and 23.0.	20
Sunset 25.7 and 27.7.	15
29.7 and 30.3.	20
B. N. Crossing, M.P. 30.7.	15
Thornton 31.6 and 39.9.	15
41.1 and 41.3.	20
42.4 and 46.3.	20
Seltice	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

WESTWARD ↙ **CONNELL BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		SECOND CLASS 391 Monday Wed. Thurs. Sunday	Time-Table No. 56 July 29, 1973	Mile Post	SECOND CLASS 392	Rule 6(A).
CARS	FEET					
		12.50 PM	O-R LA CROSSE JA	0.0	A 6.45 AM	JTY
5	575		14.7 HOOPER	14.7		Y
24	1585	A 1.35 PM	1.0 HOOPER JCT.	15.7	6.00 AM	JPTY
29	1925		7.8 WASHTUCNA	23.5		
15	1075		13.9 KAHLOTUS	37.4		Daily Except Sunday
			15.5 CONNELL N	52.9		T
(52.9)						

ADDITIONAL STATIONS—CONNELL BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Pampa.....	4.6	12	695	Both
Gordon.....	8.2	5	365	Both
Estes.....	42.3	3	210	Both
Sulphur.....	46.1	7	420	Both
Curry.....	51.1	10	585	Both

SPEED RESTRICTIONS—CONNELL BRANCH

LOCATION	MPH
Maximum Speed.	25
La Crosse Between Mile Posts—3.4 and 3.6.	20
Pampa 6.6 and 7.8.	15
Gordon 9.2 and 9.7.	20
Hooper 15.1 and 16.0.	10
Hooper Jct. On connection between M.P. 15.7 Connell Branch and Sixth Subdivision.	10
Through west leg of wye on 16-degree curve.	5
16.0 and 17.3.	20
17.3 and 17.7.	15
17.7 and 27.0.	20
34.0 and 37.7.	15
Estes 45.2 and 46.0.	15
Curry 52.5 and Connell.	15

WESTWARD		WALLACE BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	
CARS	FEET	STATIONS		SECOND CLASS	RULE 6(A).
		1.30 AM R MANITO 19.8		A 9.55 AM	JY
<p>Between Manito and Plummer Jct., trains are governed by Operating Rules, Time-Table and Special Instructions of Chicago, Milwaukee, St. Paul and Pacific R. R. Co.</p> <p>Time shown at Manito is for information only.</p>					
		2.10 AM	C-R PLUMMER JCT. WJ	16.2	A 9.15 AM JPY
17	1220	2.40	CHATCOLET 7.7	22.8	8.45
		3.10	HARRISON 3.5	30.5	8.15
35	2190	3.20	SPRINGSTON 11.3	34.0	8.05
15	1080	3.55	LANE 3.8	45.3	7.30
27	1760	4.10	ROSE LAKE 8.6	49.1	7.15
23	1535	4.40	CATALDO 4.8	57.7	6.45
2	375	4.55	ENAVILLE 1.6	62.5	6.30 T
6	620	5.05	PINE CREEK 3.1	64.1	6.20
		5.15	BRADLEY 2.0	67.2	6.10 JY
20	1710	A 5.30 AM	O-R KELLOGG-WARDNER 6.6	69.2	6.00 AM BFKQ WY
24	1915		O OSBURN 4.4	75.8	
			O WALLACE WC 0.2	80.2	JYZ
			B. N. CROSSING 0.2	80.4	U
			B. N. CROSSING 0.1	80.6	U
			WALLACE JCT. 6.2	80.7	JY
4	360		BURKE 6.2	86.9	JY
			(90.5)		Daily

Movements on Wallace Branch between Kellogg-Wardner and Burke are governed by Staff System. Staff located in staff box near entrance to depot at Kellogg-Wardner. See Special Instructions 300(R).

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	
CARS	FEET	STATIONS		RULE 6(A).	
		BRADLEY 2.0		0.0	JY
		END OF TRACK		2.0	Y
		(2.0)			

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

SPEED RESTRICTIONS—SIERRA NEVADA BRANCH	
LOCATION	MPH
Maximum Speed.	10

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.

ADDITIONAL STATIONS—WALLACE BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Dudley.....	52.0	9	530	Both
Shont.....	72.8	4	250	Both
Polaris.....	74.6	36	2285	East
Gem.....	84.1	4	250	Both

SPEED RESTRICTIONS—WALLACE BRANCH	
LOCATION	MPH
Maximum Speed.	40
Between Plummer Jct. and Chatcolet.	15
Chatcolet Bridge 23.45.	10
Between Mile Posts—24.1 and 28.7.	15
28.7 and 31.2.	25
31.2 and 34.9.	30
34.9 and 35.2.	20
38.3 and 39.9.	25
42.4 and 44.1.	30
Lane 47.9 and 50.6.	30
50.6 and 52.1.	25
53.9 and 57.5.	25
Cataldo 58.9 and 60.0.	30
60.0 and 60.2.	15
60.2 and 64.7.	30
Kellogg-Wardner 67.3 and 69.5. (Over Street Crossings.)	10
Between Mile Posts—70.1 and 73.7.	25
73.7 and 77.2.	35
77.2 and 79.3.	20
Wallace 79.5 and 80.5. (Over Street Crossings.)	6
Between Mile Posts—81.4 and 87.3.	15
Burke to Wallace, Eastward.	10

WESTWARD		SPOKANE SUBDIVISION		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	
CARS	FEET	SECOND CLASS	STATIONS	SECOND CLASS	RULE 6(A).
		Daily		8	
68	3990	7.00 AM	C-R EASTPORT RO	140.8	A 8.45 PM BJKP QTWY
35	2205	7.30	MEADOW CREEK 14.5	126.3	6.27 P
26	1730	7.51	MOYIE SPRINGS 7.1	119.2	6.08 PY
36	2270	8.50	C-R BONNERS FERRY 0.3	109.6	5.45 BJKP QTWY
			K. V. CROSSING 5.6	109.3	MY
15	1110	9.04	DEEP CREEK 8.2	103.7	5.22 P
79	4615	9.18	SHILOH 5.6	95.5	5.07 P
47	2835	9.28	ELMIRA 3.1	89.9	4.57 P
35	2205	9.33	SAMUELS 4.4	86.8	4.52 P
46	2830	9.41	FOREST SIDING 7.7	82.4	4.44 P
39	2445	10.28	C SANDPOINT 3.0	74.7	4.32 BJKMP QTWYZ
90	4900		(B. N. Crossing)		
		10.36	DOVER 14.0	71.7	4.17 JY
79	4615	11.03	VAY 7.6	57.7	3.50 P
35	2200	11.15	CLAGSTONE 7.4	50.1	3.39 P
28	1800	11.28	ATHOL 6.2	42.7	3.27 P
31	2016	11.36	CHILCO 11.0	36.5	3.19
26	1730	11.51	COEUR D'ALENE JCT. 3.4	25.5	3.04 JPTY
44	2690	11.57 AM	GRAND JCT. (C. M. St. P. & P. and B. N. Crossing)	22.1	2.57 JMPY
			STATE LINE 3.6	18.5	
43	2645	12.05 PM	EAST FARMS 0.5	18.0	2.50
27	1735	12.18	O TRENTWOOD-VELOX 4.0	10.8	2.38 PQTWY
4	475	12.30	MILLWOOD-IRVIN 4.1	6.8	2.30 JPY
35	2190	12.40	SPOKANE SHOP 1.6	2.7	2.20 JPY
		A 12.50 PM	C B. N. CROSSING 2.5		2.10 PM IJPQY
		A 1.00 PM	R EAST SPOKANE		2.00 PM BFIJKP QTWYZ
			(139.7)		Daily

ADDITIONAL STATIONS—SPOKANE SUBDIVISION				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(A).	Feet	Switch Connection
Austin.....	12.5	34	2070	East
Eastfarms Apple Spur	19.0	15	825	East
Interstate.....	20.19	4	420	West
N. W. Nitro Spur.....	21.0	20	1350	West
Baker Siding.....	46.5	18	1110	Both
Naples.....	97.7	5	475	West
Burns.....	101.5	12	860	West
Mesenbrink Spur.....	119.75	8	690	East
Sinclair.....	135.1	8	690	West
Addie.....	137.1	8	690	West

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

SPEED RESTRICTIONS—SPOKANE SUBDIVISION		
LOCATION		MPH
Maximum Speed.		40
Between B.N. Crossing and M.P. 2.7.		Restricted Speed
Spokane Shop Between Mile Posts—2.7 and 6.6.		20
6.6 and 6.7.		5
6.7 and 7.5.		20
10.4 and 12.0.		20
East Farms 20.7 and 22.9.		20
25.1 and 26.3.		20
Vay 60.0 and 68.7.		35
68.7 and 71.3.		30
71.3 and 71.6.		20
71.6 and 72.8.		30
72.8 and 77.6.		20
Forest Siding 83.0 and 86.0.		35
Elmira 92.6 and 96.6.		35
Shiloh 96.6 and 100.5.		30
Deep Creek 105.5 and 108.0.		35
108.0 and 109.0.		20
109.0 and 110.2.		15
Bonners Ferry 110.2 and 114.5.		35
114.5 and 115.7.		20
115.7 and 116.7.		35
116.7 and 117.3.		15
117.3 and 118.6.		30
118.6 and 121.1.		20
121.1 and 123.7.		30
123.7 and 124.2.		15
124.2 and 138.9.		30
138.9 and 140.8.		20
Eastport		

WESTWARD		COEUR D'ALENE BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 56 July 29, 1973		MILE POST	
CARS	FEET	STATIONS		RULE 6(A).	
		O-R	COEUR D'ALENE 1.4	9.0	MPQTY
7	640		GIBBS 7.6	7.6	JMY
26	1730		COEUR D'ALENE JCT. 7.6	0.0	JPTY
			(9.0)		

Coeur D'Alene Branch yard limits are continuous from M.P. 0.0 to M.P. 9.0.

SPEED RESTRICTIONS—COEUR D'ALENE BRANCH	
LOCATION	MPH
Maximum speed.	20
Between Mile Posts—A-6.8 and A-7.2.	10

**Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:**

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	J. R. Broun.....	Surgeon.....	Pendleton, Ore.
J. P. Craven.....	Surgeon.....	Portland, Ore.	E. S. Morgan.....	Surgeon.....	Pendleton, Ore.
Joyle Dahl.....	Surgeon.....	Portland, Ore.	K. F. Harcourt.....	Physician.....	Pendleton, Ore.
David G. Duncan.....	Surgeon.....	Portland, Ore.	A. D. Brandt.....	Internist.....	Pendleton, Ore.
Warren W. Hale.....	Surgeon.....	Portland-St. Johns, Ore.	R. J. Weiland.....	Surgeon.....	Pomeroy, Wash.
Robert M. Hansen.....	Aurist.....	Portland, Ore.	J. W. Ritter.....	Surgeon.....	Ritzville, Wash.
M. H. Johnson.....	Oculist.....	Portland, Ore.	Wm. J. Kelly.....	Physician.....	Seattle, Wash.
A. M. Klass.....	Oculist and Aurist..	Portland, Ore.	LeRoy F. Lundy.....	Surgeon.....	Seattle, Wash.
Alfred J. Kreft.....	Oculist and Aurist..	Portland, Ore.	B. E. McConville.....	Surgeon.....	Seattle, Wash.
R. F. Haney.....	Oculist and Aurist..	Portland, Ore.	John M. Shiach.....	Oculist.....	Seattle, Wash.
J. D. Imbrie.....	Ear, Nose, Throat..	Portland, Ore.	Stephen J. Wood.....	Surgeon.....	Seattle, Wash.
L. E. Lundberg.....	Surgeon.....	Portland, Ore.	H. S. Brown.....	Surgeon.....	Spokane, Wash.
T. R. Nickelson.....	Surgeon.....	Portland, Ore.	S. A. Davis.....	Surgeon.....	Spokane, Wash.
R. L. Olsen.....	Surgeon.....	Parkrose, Ore.	R. E. Elston.....	Surgeon.....	Spokane, Wash.
P. A. Snedecor.....	Surgeon.....	Portland, Ore.	G. W. Girvin.....	Surgeon.....	Spokane, Wash.
R. H. Tinker.....	Surgeon.....	Portland, Ore.	D. J. McGonigle.....	Surgeon.....	Spokane, Wash.
H. D. Kelley.....	Surgeon.....	Portland, Ore.	W. H. Tousey.....	Physician.....	Spokane, Wash.
J. R. Barr.....	Urologist.....	Portland, Ore.	Robert L. Pohl.....	Oculist and Aurist..	Spokane, Wash.
C. S. Belknap.....	Internist.....	Portland, Ore.	Leonard A. Dwinnell...	Orthopedist.....	Spokane, Wash.
C. W. Coffen.....	Cardiologist.....	Portland, Ore.	A. E. Dodson.....	Urologist.....	Spokane, Wash.
J. H. Gilbaugh, Jr.....	Urologist.....	Portland, Ore.	B. F. Ryan.....	Dermatologist.....	Spokane, Wash.
J. D. Fletcher.....	Physician.....	Aberdeen, Wash.	M. L. Johnson.....	Surgeon.....	Tacoma, Wash.
George F. Parke.....	Surgeon.....	Centralia, Wash.	Roy H. Virak.....	Physician.....	Tacoma, Wash.
W. A. Gamon.....	Surgeon.....	Cheney, Wash.	R. H. Bale.....	Physician.....	Tekoa, Wash.
Galen A. Rogers.....	Surgeon.....	Clarkston, Wash.	T. J. Osten.....	Physician.....	Tekoa, Wash.
Conrad Weitz, Jr.....	Surgeon.....	Colfax, Wash.	W. E. Hart.....	Surgeon.....	Tekoa-Fairfield, Wash.
W. H. Wolff.....	Surgeon.....	Heppner, Ore.	F. A. Thiel.....	Surgeon.....	Tekoa-Fairfield, Wash.
F. W. Ford.....	Surgeon.....	Hermiston, Ore.	The Dalles Clinic.....	Surgeons.....	The Dalles, Ore.
M. J. Johnson.....	Surgeon.....	Hermiston, Ore.	H. M. Wiswall.....	Surgeon.....	Vancouver, Wash.
G. A. Jones.....	Physician.....	Hermiston, Ore.	S. R. Hevel.....	Surgeon.....	Waitsburg, Wash.
G. C. Carter.....	Surgeon.....	Hood River, Ore.	A. M. Peterson.....	Surgeon.....	Wallace, Ida.
G. M. Whitesel.....	Surgeon.....	Kellogg, Ida.	Walla Walla Clinic.....	Surgeons.....	Walla Walla, Wash.
Wm. P. Marineau.....	Surgeon.....	Moscow, Ida.	C. D. Hogenson.....	Oculist and Aurist..	Walla Walla, Wash.
C. E. McArthur.....	Surgeon.....	Olympia, Wash.	R. W. Stevens.....	Oculist and Aurist..	Walla Walla, Wash.
William O. Steele.....	Surgeon.....	Oregon City, Ore.	H. C. Lynch.....	Surgeon.....	Yakima, Wash.
G. V. Axford.....	Surgeon.....	Pasco, Wash.	R. P. Scheffter.....	Oculist and Aurist..	Yakima, Wash.
J. F. Bittner.....	Physician.....	Pendleton, Ore.	D. H. Ballew.....	Surgeon.....	Yakima, Wash.

S.I.R.R. Surgeons and Physicians

Name	Title	Location	Name	Title	Location
Otto J. Penna	Chief Surgeon	Spokane, Wash.	F. E. Marienau.....	Physician.....	Sandpoint, Ida.
Alexander Barclay, Jr..	Physician.....	Coeur d'Alene, Ida.	F. J. Coram.....	Physician.....	Bonnars Ferry, Ida.
J. P. Munson.....	Physician.....	Sandpoint, Ida.			

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Standard Time

2 (R). Referring to Rule 2 of the Consolidated Code of Operating Rules, the following will govern:

Employees listed below must, while on duty, have a reliable pocket watch equipped with a lever set or a wrist watch of an approved type, which must not vary more than 30 seconds from correct time:

All employees in train, engine or yard service; All employees whose duties require them to handle train orders or to record or report the arrival, departure or passing of trains except when assigned in office where a standard clock is located; Such other employees as may be designated.

Wrist watches approved for use under Rule 2 are:
Ball "Official Railroad Standard";
Ball "Automatic Trainmaster" model;
Bulova "Accutron-Railroad Approved" model, including Calendar model;

Elgin "B. W. Raymond" model;
Hamilton electric "Railroad Special";
Longines Model "T-905" Railroad Watch;
Longines "Ultra-Chron Railroad Watch".

3 (R). 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 (S). When conductors, engineers or yardmasters do not have access to a standard clock, correct time must be obtained from the train dispatcher or operator, or from Bureau of Standards time signal transmitted by telephone, when possible, before commencing each day's work. If this cannot be done, the time must be compared with first available conductor or engineer who has compared time with a standard clock.

Signals

7 (R). When starting trains with helper on rear end of train, and it is not possible to communicate 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.

9 (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

12 (R). Reduce Speed sign, showing the maximum speed permitted in miles per hour, placed to the right of the track as viewed from an approaching train, indicates that the track 2,500 feet distant is in condition for a speed not greater than that shown on the sign. Resume Speed sign, placed to the right of the track as viewed from an approaching train, indicates the end of the Reduce Speed location.

Where two speeds are shown, the higher speed applies to passenger trains, the lower speed to freight trains. Where one speed is shown, it applies to all trains.

Indicated speed must not be exceeded until entire train has passed Resume Speed sign.

Such speed restrictions will also be shown in the time-table.

Protection of Track Work

12 (S). When reflectorized yellow, yellow-red or green signs are displayed as required by Rule 12 or Rule 14 of the Consolidated Code of Operating Rules, display of lights of corresponding colors at night is not required.

14 (R). On lines operated by the Union Pacific and SIRR, Rule 14(A) of the Consolidated Code of Operating Rules is modified as follows:

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of

the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received or written instructions are found with the red signal.

When a red flag or red light is found within the limits prescribed in Form Y order, a train or engine must not pass the red signal without stopping.

The red signal must be replaced when found between the rails.

Engine Whistle Signals

15 (R). In addition to locations listed in Operating Rule 15 (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.

Tri Radial Lights

17 (R). Revolving amber light on locomotives so equipped must be burning both day and night as follows:

On road engines when engine is moving, except on trailing units in multiple consists;

On yard engines when moving in a street and when approaching and passing over any public or private crossing.

Headlights

17 (S). Where reflectorized switch lamps or targets are in use, in case of headlight failure at night, trains and engines must approach facing point switches at restricted speed except where automatic block signals are in service.

Markers

19 (R). Union Pacific trains will display the following types of markers:

- (a) Marker lamp or lamps, unlighted by day, lighted by night; or,
- (b) Cupola-mounted marker lights on cabooses so equipped; or,
- (c) Oscillating red rear end light; or
- (d) Reflectorized metal flags, except between Portland and Seattle.

Movement In Yard Limits

93 (R). Unless otherwise authorized, a train or engine must not be moved against the current of traffic within yard limits until provision has been made for the protection of such movement.

Railroad Crossings

98 (R). At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between the opposing home signals unless length of consist extends beyond one of those signals.

Maintenance-of-Way Flag Protection

99 (R). On the following branches, protection of tracks as prescribed by Maintenance-of-Way Rule 99 (J) is authorized:

- Joseph Branch;
- Pilot Rock Branch;
- Heppner Branch;
- Condon Branch;
- Umatilla Branch;
- Olympia Branch;
- Grays Harbor Branch;
- Pendleton Branch;
- Dayton Branch between Turner and Dayton Jct. and between Waitsburg Jct. and Bolles;
- Pomeroy Branch;
- Moscow Branch;
- Connell Branch;
- Yakima Branch between Richland Jct. and Yakima;
- Sunnyside Branch;
- Wallula Branch between Zangar Jct. and Walla Walla;
- Wallace Branch;
- Sierra Nevada Branch;
- Pleasant Valley Branch;
- Tekoa Branch;
- Tucannon Branch.

Public Crossings

103 (R). When moving against the current of traffic over a public crossing protected by automatic crossing signals or by gates, a member of the crew must protect the crossing unless a crossing watchman is on duty.

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 Orders

211 (R). In train order offices where duplicating machines are available, such machines may be used for reproduction of train orders when sufficient copies cannot be made at one writing.

Rule 211 of The Consolidated Code of Operating Rules is modified accordingly.

212 (R). Time in body of train orders must be stated in words and figures. In transmitting and repeating train orders, time must be spelled and then pronounced, example: "t-w-o t-e-n 2-1-oh PM".

215 (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.

Train Order Signals

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

Telephone Booths

225 (R). Telephone booths equipped with locks must be locked after having been used. When lock on a telephone booth is missing or is found to be defective, report must be made to the train dispatcher.

Forms of Train Orders

226 (R). On lines operated by the Union Pacific and Spokane International Railroads, the following is substituted for Form Y of the Consolidated Code of Operating Rules:

Protection of Gangs or Machines

From (time)M until (time)M (date) between MP_____ and MP_____ all trains on_____ track (or tracks) must approach (gang) (machines) on or foul of track at restricted speed and must stop before passing (gang) (machines) unless proper verbal information is received from (General Foreman A B Smith) or proceed signal given with yellow flag or yellow light is received.

Trains receiving this order must proceed within the designated limits between the times shown as the order directs.

A train within these limits at the time the order becomes effective must proceed as the order directs until rear of train has passed beyond the limits designated in the order.

Train being governed by Form Y order receiving verbal authority to proceed, or proceed signal given with yellow flag or yellow light, may then proceed at normal speed unless otherwise restricted.

General Description of Signals

Unless otherwise indicated, where two or more 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.

At locations where one-unit or two-unit signal, located on signal bridge or mast, is accompanied by a dwarf signal at the same location governing movements on the same track in the same direction, such dwarf signal is to be regarded as the lower unit of a two-unit or three-unit signal.

Stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

Stop-and-Proceed signals are designated by number plates. Block signal numbers indicate their location approximately in miles and tenths according to mile posts. Signals governing eastward trains have even numbers and signals governing westward trains have odd numbers.

Use of Sand

247 (R). In moving over interlocking, dual control or spring switches, automatic sanders must be nullified to avoid depositing heavy accumulation of sand. When tonnage and gradient require use of sand to avoid slipping, hand sanders may be used.

Authorizing Extras and Sections

250 (R). When movement is entirely within territory where Rule 251 or Rule 261 is in effect, sections and extra trains may be authorized by Clearance Form A, instead of by train order or numbered clearance, except that work extras must be authorized by train order in Rule 251 territory.

Clearance for a section must bear the words "Green signals" or "No signals" following section number. When clearance bears the words "Green signals" it requires the display of green signals to the terminal station of that train on that subdivision.

Centralized Traffic Control System

267 (R). Clearance Form C must be received to authorize track and time limits for a work train. 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.

267 (S). Within CTC territory, assigned locals, turn-around locals, work trains or helper engines, having received Clearance Form A at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form A.

268 (R). When a train or engine clears a controlled siding by use of an auxiliary track or branch line, a member of crew must report to train dispatcher when controlled siding is clear and switches properly lined. Train or engine must not re-enter controlled siding without authority from train dispatcher.

269 (R). Emergency push buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by the control operator, or when communication has failed.

When instructed by the control operator to use emergency push button for the desired direction, if indication permitting train to proceed is received on governing signal, train or engine may proceed in accordance with the signal indication.

When stopped by a Stop signal and communication has failed, proper emergency push button may be used, and if indication permitting train to proceed is then received, train or engine may proceed but must move at restricted speed to the next Stop signal, keeping a close lookout for track car or for men and equipment on track without flag protection.

269 (S). 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.

Dual Control Switches

275 (R). Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

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 dual control switches, switch must not be operated until five minutes after selector lever has been placed in HAND position.

Electric Locks or Mechanical Time Locks

281 (R). An electric lock or mechanical time lock must not be released without authority from train dispatcher or control operator except when communication has failed. Such authority will be given verbally to a member of the crew, and when the lock is controlled by control operator, the time the switch may be used and the limits of the movement must be clearly stated and understood.

After using an electric lock or a mechanical time lock, switch and lock must be restored to normal position and, in CTC territory, control operator must be notified when this has been done.

Operation Under Staff System

300 (R). Staff system will be used for operation of trains on branch lines specified in the time-table.

Where staff system is in effect, the following will apply:

Trains or engines must not occupy territory operated under the staff system unless they are in possession of the staff, which must be secured by the conductor and delivered to the engineer who must retain the staff until all movements within the designated territory are completed.

Possession of the staff authorizes train to move in either direction within the designated territory without authority conferred by time-table, train order or clearance. Protection of train in accordance with Rule 99 is not required.

When movements within the designated territory have been completed, staff must be returned to staff box and box must be locked. When practicable, train dispatcher must be advised when movements have been completed.

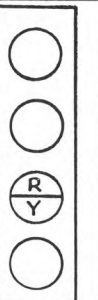
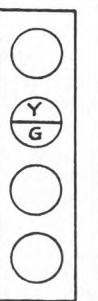
(For movements from Richland Jct. see Rule 300 (S) Page 34.)

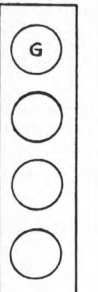
AUTOMATIC CAB SIGNAL SYSTEM RULES

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

Note—In the following illustrations:

- R—Red
- Y—Yellow
- G—Green

Rule	Aspect	Name	Indication
451		Restricting	Proceed at restricted speed.
452		Advance Approach	Proceed prepared to pass next signal at not exceeding 40 MPH.

Rule	Aspect	Name	Indication
453		Clear	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 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 the 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, the train may proceed as prescribed by Rule 509.

458 (R). When a foreign line unit equipped with cab signals is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with the second and third paragraphs of Rule 458.

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.

Departure test must be made by engineer before entering cab signal territory or he must know that Form 2415 is valid.

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:

- (a) Moving against the current of traffic.
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

464. If the cab warning whistle sounds longer than 6 seconds, another member of crew in cab of engine 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). 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 by quickest means of communication.

513 (R). Referring to exception (a), Rule 513. Indication displayed by a track occupancy indicator (block indicator) is not authority for a train or engine movement, nor does it relieve a train or engine from waiting five minutes before fouling a main track.

513 (S). *When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.*

517 (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 employe of Signal Department or by instructions from proper officer.

In all cases, train dispatcher must be notified by the quickest means of communication.

Use of Radio

650 (R). Radio communication must not be used to avoid compliance with any operating rule.

Employes on trains must not ask, and employes 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.

Channels assigned to other railroads are provided for use only while operating over those railroads. Use of these channels in other territories is prohibited.

Safety Precautions

700 (R). Employes must not step on the coupler or drawbar of any car, or on any portion of cushioning devices.

Passengers on Freight Trains

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

Persons in charge of livestock or other freight when provided with proper transportation;

Employes holding "Identification Certificate-U.P.R.R.Co." and travelling on company business.

Agents and conductors must notify passengers, stockmen, messengers and caretakers that they must ride in the place provided for them, and must not get on or off caboose, drover cars or other cars while train is in motion, and that in all cases the train will be stopped at designated points for this purpose.

Inspection of Trains

713 (R). Members of the crew must observe other employes as they pass them, being alert for signals which may affect the movement of their train or engine.

While the train is moving, a trainman must be in a position to give or receive signals:

- When meeting or passing other trains;
- When passing depots and interlocking stations.

On a freight train, the trainman must be on rear platform of caboose; on a passenger train, he must be on platform as near to rear of train as practicable and top half of vestibule door must be open.

713 (S). When leaving initial station or intermediate stops, speed must be such as will permit trainmen to safely board the train until train has moved one train length or it is known that all members of the crew are aboard.

713 (T). Flat spots on wheels are condemnable as follows:

- On locomotive, two inches or longer;
- On freight car, two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer;
- On passenger train cars, one inch or longer.

When such flat spots are discovered, conductor or engineer must immediately report to train dispatcher.

714 (R). When a hot box is detected on a train between stations, train must be stopped at once. Hot box must be inspected and no attempt made to run to the next station until it has been ascertained that it is safe to do so.

When a car is set out account hot box, all fire in box must be extinguished, using dry chemical fire extinguisher if available. Dirt, gravel or snow must be placed over dust guard retainer opening. Pad lubricator must be removed, when practicable, and any remaining fire extinguished. 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.

714 (S). When advised by train dispatcher of suspected hot journal, train must be stopped at once and journal inspected. If this journal is of normal temperature, all other journals both sides of that car, and all journals on both sides of three cars each side of the designated car must be hand felt before proceeding.

714 (T). 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 should hot box be detected in their train.

Installation of hot box detectors in no way relieves members of crew or other employes from compliance with rules relative to inspection of trains.

714 (U). *When picking up cars which have been set out for storage, trainmen will make walking inspection of cars to know journal brasses have not been removed. Roll-by inspection must be made when cars are being placed in train. After cars are in train, close inspection must be made en route for hot journals and brakes sticking.*

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.

726 (S). Cobooses, 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.

Empty Tank Cars

729 (R). 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 2400 volt circuit are located on top arms of signal pole lines and on top arms of joint communication and signal pole lines.

Cars or Loads of Excess Dimension

799 (X). Members of crew of trains or engines handling cars 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.

Loads of excess width must not be stored on, or moved over, yard tracks where clearance is insufficient. If necessary, an intervening clear track must be maintained between wide loads and other trains, engines or cars. No one is permitted to ride on the side of such cars.

Yardmasters must be notified sufficiently in advance of the arrival of loads exceeding 12 feet in width so that they may take necessary action to safeguard movement of such cars in yards. Yardmasters must, in turn, notify yard crews concerned of the presence of wide loads.

When a train contains a load exceeding 12 feet in width, a train order must be issued to that train and to all freight trains which may meet or pass, or be passed by that train, notifying them of the fact. Members of crew of other trains receiving such train order must inspect their train for anything projecting beyond normal clearance, and if such condition is found must notify the train dispatcher and receive proper instructions relative to meeting or passing point with train handling wide load.

799 (Y). When a train contains a load 13 feet or more in width, in addition to complying with Rule 799 (X), members of the crew of such train must not permit any following train to pass, nor may they pass a preceding train until it is known that adequate clearance has been provided.

Except in CTC territory, train order meeting point must be established between a train handling a load 13 feet or more in width and any train moving in the opposite direction, at a location where track centers provide adequate clearance, or where there will be an intervening clear track between the wide load and the other train.

799 (Z). For all cars (both loads and empties) which have overall dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in coordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated.

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this equipment.
- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.

8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.

9I Deleted.

10J Do not detour via team tracks Nos. 1 and 5 under James Street Railway viaduct at Kansas City.

11K Deleted.

12L Deleted.

13M Cars are of standard dimensions on the Utah Division but high and/or wide in States of California and Nevada.

14N Cars are of standard dimensions for the State of Idaho but high and/or wide in States of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in Codes 1-A through 14-N.

It must be fully understood that there is to be no change in the present method of issuing train orders for these excess dimension cars.

Position of Cars in Trains

805 (R-1). Scale test cars (except car WO-3) and cars tagged, stencilled, or billed "Handle Only At Rear End of Train" must be handled in rear of train with scale test car next to caboose.

805 (R-2). Referring to Rule 805 (E), Consolidated Code of Operating Rules:

Open top cars or flat cars loaded with pipe, lumber, poles or other lading which has a tendency to shift, must not be handled in train next to engine or caboose or next to trailers on flat cars, or multi-level or flat cars loaded with autos, machinery or other lading subject to damage should the load shift. This does not apply to containers or trailers on flat cars except to flat bed or stake-body trailers loaded with similar commodities.

805 (R-3). Automobiles, trucks, tractors, modular housing units and similar lading subject to damage by abrasion, loaded on flat cars or multi-level auto racks must be entrained not less than five cars behind the engine. If practicable, such cars must be entrained ahead of open top cars containing coal, coke, sand, pumice or other abrasive materials. If this cannot be done such cars must be entrained not less than five cars behind any open top car containing abrasive material.

805 (R-4). Snow plows handled in freight trains must be handled next ahead of caboose. Snow plows with only one drawbar may be handled behind caboose when securely chained to caboose and with air brakes operative. When handling snow plow in switching movements, snow plow must be handled alone, or with not more than one car.

805 (R-5). In train movements, freight cars 85 ft. or more in length must not be coupled to any car 39 ft. or less in length.

805 (R-6). Open-top cars containing pumice, chips, sand or other commodities subject to blowing off cars must, when practicable, be entrained not less than ten cars ahead of caboose. Cars containing one of these commodities should be separated from cars containing another of these commodities by three cars, to avoid contamination.

805 (R-7). DODX flat cars 39095-31199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

Instruction and exhibition cars 200-209 must be handled in rear of train only.

805 (S-1). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations:

MCPX and MONX 23000 series, gross weight, loaded, 414,000 lbs.

FMLX 19000 series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

When Loaded with Phosphorus:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.

When Loaded with Phosphorus or with Water Ballast:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

Continuous Welded Rail Trains

805 (S). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded:

Maximum speed:

On unrestricted track—40 MPH;

On restricted track—20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts—10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the chief dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

When Empty:

CWR equipment may be handled with other traffic but total must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

Units Dead in Train

805 (T). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco 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 otherwise notified in writing must be complied with.

Movements on Leads and Yard Tracks

808 (R). Train, engine, and yard movements approaching leads in yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Track Scales

808 (S). Locomotives 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.

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.

Scale track switches must be lined for dead rails when scales not in use.

Switching Operations

808 (T). Movements into spur tracks must be controlled to prevent damage at end of spur. When shoving cars into a spur track, movement must be stopped 150 feet from end of spur and further movement must be preceded by a member of the crew when it can be safely done.

808 (U). Except in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles 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, or a draft containing such cars.

808 (V). 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 movements closely, prepared to give stop signal if any indication of failure to safely negotiate the curve.

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

Securing Cars

809 (R). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

810 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

Helper Engines

812 (R). On freight trains, when helper engine is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Special Instructions 805 (R-1). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train, the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

Coupling Passenger Train Cars

888 (R). After coupling to passenger train cars, coupling must be tested by stretching slack.

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

Cabooses

900 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

Doors and windows of cabooses must be locked when leaving caboose at terminal or when caboose is to be left unattended for extended period of time while enroute.

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 Instructions 1001 (R).

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

920 (S). Engineer must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer. The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

920 (T). 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.

920 (U-1). 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.

920 (U-2). 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 as required by Air Brake Rule 1003, unless engines are shut down. This does not modify the requirements of Air Brake Rule 1044 (B).

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

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.

920 (U-3). At points where no mechanical forces are employed, or are not on duty, and locomotive is left unattended, reverse lever must be removed and delivered to crew dispatcher, operator or other designated employe on duty at location where enginemen register.

920 (V-1). Engineer must verify accuracy of speedometer not less than twice during each trip, using watch to make time check between mileposts. First check must be made at first opportunity after engineer takes charge of locomotive.

When it is found that speedometer is not accurate, report must be made to train dispatcher at first opportunity, indicating variation.

920 (V-2). When necessary to isolate an engine enroute, or when one or more units in locomotive consists are not functioning properly, train dispatcher must be notified at first opportunity.

920 (V-3). When necessary to break seals on any sealed portion of a unit, notation must be made on engineer's work report with explanation as to necessity for breaking the seal.

920 (V-4). 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.

920 (V-5). On diesel locomotives, side and end doors of engine rooms must be kept closed while the locomotives are moving.

920 (W). Except when shoving cars, an engine consisting of two or more units, with control unit at each end, must be operated from leading control unit in direction of movement unless such movements are protected by a trainman.

Riding on Engines

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

Unauthorized persons must not occupy cab of trailing unit of diesel locomotive on any train.

If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

EXCEPTION: Deadhead employes must not occupy remote units of an RCS consist.

930 (R-1). Employes must not ride on leading footboard of engines or on footboard between engine and cars except when necessary to make cut between engine and car.

Air Brake Rules

1001 (R). Before moving an engine in enginehouse or from spot track, it must be known 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.

At locations where units are cut into or out of an engine, 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 engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 MPH.

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

When handling light locomotives particularly around enginehouses and servicing facilities the following applies:

1. Safety control feature must be cut-in in all cases.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce the engine speed to idle.

1001 (S). In picking up, setting out, or changing consist of units, or whenever any of the hoses between units are uncoupled and coupled, following air test must be made after consist is coupled together and all air hoses coupled before unit used to control train:

1. Setup and release of independent brake.
2. With independent brake in release position, a 15 lb. reduction of automatic air will be made.
3. While automatic air is set, independent brake will be placed in depressed position.

Each unit in consist will be inspected by employes on ground to see that brakes apply and release properly.

1030 (R). Air Brake Rule 1030 (D) is cancelled.

1039 (R). Certain foreign line units operating jointly with Union Pacific are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, locomotive brakes must be released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

1042 (R). The following governs the use of retaining valves:

When, in the judgment of the conductor or engineer, the use of retaining valves is necessary to control the train properly, retaining valves must be used.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train with retaining valves on all loads in Heavy Holding position.

When retaining valves are in use, a speed of 20 MPH must not be exceeded at any point.

Conductor must advise engineer number of cars in train, total tonnage and tons per operative brake.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient hand brakes have been applied or sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048 (E) in any way.

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030 (B) or 1044 (B).

Mechanical Instructions

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should,

the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (S). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090 (T). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

1090 (U). To avoid damage to traction motors and failures thereof, when diesel freight locomotive consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest minimum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short time ratings may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

SPECIAL INSTRUCTIONS—THIRD AND FOURTH SUBDIVISIONS

UMATILLA, CONDON AND HEPPNER BRANCHES

Use of Engine Whistle

15 (T). At The Dalles, between Union Ave. and Jefferson Ave., it is unlawful to sound engine whistle except to signal flagman or to prevent accident not otherwise avoidable.

Identification of Trains

89 (R). Westward trains between The Dalles and Crates must make necessary identification of all trains met or passed.

Movements in Yards

93 (S). At The Dalles, trains and engines may move against the current of traffic. Such movements must be made at restricted speed.

Public Crossings

103 (S-1). 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.

103 (S-2). At Troutdale public crossings must not be blocked longer than 5 minutes.

Switches

104 (T-1). 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.

104 (T-2). No. 20 equilateral is installed at end of double track, Biggs.

No. 20 turn-out is installed at end of double track Crates. No. 14 turn-outs are installed at all other dual control switches in CTC territory except:

Biggs —Siding switches;

Quinton—East switch siding;

Hinkle —Switches to Passenger Track No. 1.

104 (T-3). Main track derails are located at the following points:

Condon (M.P. 44.2) Derail must be lined and locked in derailing position except when movements are to be made over it.

104 (T-4). At Hinkle, when switching movements are being made at east end, derail and main track switches must be operated by hand. Dragging equipment detector has been installed at this location.

104 (T-5). At Heppner, when cars are left on main track for Kinzua Lumber Co., switch must be lined and locked for chip track to provide derail protection.

Approach Indications

240 (R). An eastward train receiving approach indication at eastward controlled signal, west end Hinkle MP 182.0 must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 35 MPH must immediately reduce to that speed.

A westward train receiving approach indication at westward signal MP 186.1 must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

Centralized Traffic Control

269 (T). Referring to Special Instructions 269 (R), push buttons are located in relay houses:
West Biggs
MP 184.0
MP 184.5

Dual Control Switches

275 (U). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 606(a) or 606(b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

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Electrically Locked Switches

280 (R). At Oregon Trunk Jct., junction switch and both switches of cross-over between eastward and westward main

tracks are equipped with electric locks controlled by operator at The Dalles. Telephone is located at cross-over switches.

Proceed indication on Signal A-951 is authority for trains from Bend Branch to proceed on westward track to The Dalles without receipt of clearance.

Interlocking

606 (R). Troutdale and end of double track Crates interlocking is controlled by train dispatcher, Albina.

Hot Box Detectors

714 (V). Referring to Special Instructions 714 (T), hot box detectors are located:

Location	Read Out
MP 107.5	Albina
MP 125.0	Albina
MP 142.9	Albina
MP 160.5	Albina

Close Clearances

799 (R-1). 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—
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.
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 Jct.)	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.

799 (R-2). At Heppner, keep sharp lookout for 5'-7" horizontal impaired clearance to unloading platform on trackage serving Kinzua Corporation.

Track Restrictions

808 (W-1). Referring to Special Instructions 808 (W), following tracks have curvature in excess of 30 degrees:
Bonnevillle—Powerhouse spur.

934 (R-1). EMD DDA40X (6900 series) units must not be operated on branch lines.

At Portland, these units may be operated over bridge 0.43 on westward track only account insufficient clearance on eastward track.

6900 series locomotives must not be moved over turnouts at the following location:

Portland (Montavilla)—MP 5.90, team track east and west switches out of inside 2°00' curve.

934 (R-2). Cars weighing in excess of 263,000 pounds not permitted on Condon and Heppner Branches.

Air Brake Rules

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

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

SPECIAL INSTRUCTIONS—ALBINA TERMINAL AREA

Movements in Yards

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

On Depot Yard Tracks #1 and #2, a member of the crew must precede all movements over crossing in front of Station and Baggage Room unless a proceed signal is given by an authorized person.

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.

Trains and engines moving from East Portland to Albina may enter Running tracks 1 or 2 on proper interlocking signal indication.

Trains or engines moving from Albina to East Portland may enter Running tracks 1 or 2 on receipt of proceed signal given with yellow flag or yellow light by switchtender at Harding Street, Albina. Unless such proceed signal is received, trains and engines must stop clear of switches and cross-overs at Harding and Randolph streets.

Engines leaving Running track 1 or 2 at any industry between Albina and East Portland must report by telephone to operator East Portland after running track is clear and switch is properly lined.

A train or engine must not enter Running track 1 or Running track 2 at any intermediate location, or cross from one running track to the other without permission from operator at East Portland. Operating Rule 513 will apply.

Normal position of all switches on these tracks between Albina and East Portland is for the running tracks.

Switchtender at Albina must not give proceed signal to a train or engine moving beyond Albina Avenue to enter running tracks without first securing permission from operator at East Portland, nor may operator at East Portland clear interlocking signal for a train or engine which is to move beyond interlocking limits to enter these tracks without first notifying switchtender at Albina.

Operator East Portland and switchtender Albina will arrange for movement of trains or engines on right hand track in direction of their movement, except in emergency or for movement which requires that track to the left be used.

Operator East Portland will maintain a record on prescribed form showing occupancy of Running tracks 1 and 2 and operators' transfer must include trains or engines which have not cleared these tracks when transfer is made.

Railroad Crossings and Junctions

98 (S). 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.)	B. N.	U. P.	Stop signs.

Normal Position of Switches

104 (U-1). Normal position of switch to Albina Fuel Co. Spur is for Barker Mfg. Co. lead.

104 (U-2). Cross-over switches on tracks 21 to 26 inclusive must be left lined for straight track after having been used.

Dual Control Switches

275 (V). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 606 (a) or 606 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

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Close Clearances

799 (S-1). There are close clearances above and at the sides 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. 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.

799 (S-2). 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 from interlocking signals to point 100 feet north of the crossing.

799 (S-3). Cars or loads of excess 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

799 (S-4). 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

808 (X-1). Cars must not be shoved ahead of engine through tunnel between St. Johns Jct. and Peninsula Jct.

808 (X-2). At Terminal 4, when Cargill switch engine is tied up on Elevator 7 or this track is blocked by Cargill Company's motor vehicles, Elevator 9 must be used for switching movement west of the elevator.

Track Restrictions

808 (X-3). Referring to Special Instructions 808 (V), All Subdivisions:

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.

808 (X-4). 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 Kenton Line	All tracks Armour Meat Company Sunshine Biscuit Company
Graham Line	Hyster Company Spur Barker Mfg. Company Blake, Moffitt & Towne Simon Saw Spur Graybar Electric Acme Steel Crane Plumbing Mosaic Tile Finzer Business Machines Tile Distributor Western Athletic
St. Johns Line	Willamette Tug and Barge McCormick Baxter Western Cooperage Portland Woolen Mills
East End Albina West End Albina	Fred Meyers Warehouse Albina Engine Works Louis Dreyfus Balloon Track
Larrabee Flats	Larrabee Flat lead

934 (S-1). 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	Barker Mfg. Co. Spur No. 1	DE-Switch
Kenton	Smithwick Spur	
Kenton	Sunshine Biscuit Spur	
Albina	Swan Island Trackage	
St. Johns	Willamette Tug and Barge Spurs on River Side	
Terminal No. 4	Various spurs and cross-overs	
Oregon Ship Yard		
Union Carbide		

934 (S-2). EMD DDA40X (6900 series) units must not be operated on branch lines.

At Portland, these units may be operated over bridge 0.43 on westward track only account insufficient clearance on eastward track.

6900 series locomotives must not be moved over turn-outs at the following location:

Portland (Montavilla)—MP 5.90, team track east and west switches out of inside 2°00' curve.

SPECIAL INSTRUCTIONS—FIFTH SUBDIVISION

OLYMPIA AND GRAYS HARBOR BRANCHES

Railroad Crossings and Junctions

98 (T). 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)	B. N.	B. N.	Stop signs.
Olympia. (Jefferson and 7th Sts.)	B. N.	U. P.	Stop signs.
Tacoma. (Dempsey Mill Spur)	B. N.	B. N.	Stop signs.
Tacoma, Tidewater.	B. N.	B. N.	Stop signs.
Seattle (Duwamish Ave. and East Marginal Way.)	B. N. C. M. St. P. & P.	B. N. C. M. St. P. & P.	Stop signs.
Seattle, (East Marginal Way & Spokane St.)	B. N.	B. N.	Stop signs.
Seattle. (Railroad Ave. and Atlantic St.)	B. N. C. M. St. P. & P.	B. N. C.M.St.P.&P.	Stop signs.

Drawbridges

98 (U). 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 Aberdeen or dispatcher to call drawbridge operator.

98 (V). 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.

Barge Operations

101 (R). At Seattle rail-barge docks, Harbor Island, clearance is extremely close on all tracks approaching barge apron and on the barges. Employees must not ride on side, end or top of cars being moved on or off barges beyond "Impaired Clearance" signs.

Engine foreman or barge-master must receive permission from barge company supervisor 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 at 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 at Pier 16.

Movements at Olympia

103 (T). On Olympia Branch, between Olympia City Limits and East Olympia, County Ordinance provides the following:

1. No street, road or road crossing may be closed to vehicular traffic by a standing train, engine or cars or by automatic crossing signal devices for more than five minutes, nor may more than two consecutive street or road crossings be closed by a standing train at any time.

2. When any switching movement across any grade crossing has been completed, and crossing cleared, reverse movement over the crossing must not be made until all accumulated vehicular traffic has cleared the crossing.

3. No car may be left standing within 25 feet of street or road right-of-way line except on spur tracks or side tracks serving industries.

103 (V). 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. At Olympia, trains and engines must stop before passing over any street crossing not protected by automatic crossing signal devices.

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
East Fourth Avenue	West Seventh 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 (U). 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 (V). 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.

Dual Control Switches

275 (N-1). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 606 (a) or 606 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

Black River
 Aberdeen Drawbridge

Close Clearances

799 (T-2). 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.....	B. N. 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.

799 (T-3). Employees are warned that clearances to trolley poles are close at locations shown below:

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.

799 (T-4). At Olympia, account insufficient clearance between B. N. 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.

799 (T-5). 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

808 (Y). Referring to Special Instructions 808 (W), 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.

934 (T-1). 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
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 (T-2). EMD DDA40X (6900 series) units must not be operated on branch lines.

These units must not be operated on Union Depot trackage at Tacoma.

SPECIAL INSTRUCTIONS—SIXTH SUBDIVISION

**YAKIMA, SUNNYSIDE, TEKOA, PLEASANT VALLEY, WALLULA, MOSCOW, CONNELL, POMEROY, TUCANNON, PENDLETON, DAYTON, WALLACE, AND SIERRA NEVADA BRANCHES
S.I.R.R. SPOKANE SUBDIVISION AND COEUR D'ALENE BRANCH**

Use of Engine Whistle

15 (U). 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.

Railroad Crossings and Junctions

98 (X-1). 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. B. N. Crossing (M.P. 369.2)	B. N.		Interlocking.
Spokane. B. N. Crossing	B. N.		Automatic Interlocking. Special Instructions 98 (X-2).
Manito. (M.P. 143.7)	C. M. St. P. & P.		Automatic block signals. Special Instructions 98 (X-3).
Garfield. (M.P. 95.4)	B. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.68)	B. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.65)	B. N.	B. N.	Stop signs.
Thornton. (M.P. 30.7)	B. N.	U. P.	Stop signs.
Walla Walla. (M.P. 47.2)	B. N.	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)	B. N.		Automatic Interlocking.
Donald. (M.P. 89.35)	B. N. (gantlet track).		Automatic Interlocking. Special Instructions 613 (S).
Garrett. (M.P. 28.7)	W. W. V.	U. P.	Gate.
Dayton. (M.P. 13.00)	B. N.	U. P.	Stop signs.
Dayton. (M.P. 13.01)	B. N.	U. P.	Stop signs.
Pullman. (M.P. 19.3)	B. N.	U. P.	Stop signs.
Wallace. (M.P. 80.4)	B. N.	U. P.	Stop signs.
Wallace. (M.P. 80.6)	B. N.	U. P.	Stop signs.
Plummer Jct. (M.P. 16.2)	C. M. St. P. & P.		Special Instructions 98 (X-4).

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Spokane S. bdivision			
Spokane (M.P. 0.03)	U. P.	U. P.	Stop signs.
Spokane. (M.P. 0.04)	B. N.	B. N.	Stop signs.
Grand Junction (M.P. 21.99)	B. N.	B. N.	Stop signs.
Grand Junction (M.P. 22.13)	C. M. St. P. & P.	S. I.	Stop signs.
Sandpoint (M.P. 75.45)	B. N.		Interlocking (Controlled by B. N. Dispatcher).
Bonnors Ferry. (M.P. 109.4)	B. N.	B. N.	Stop signs.
Coeur d'Alene Branch Gibbs. (M.P. 7.79)	B. N.	B. N., C. M. St. P. & P.	Stop signs.
Coeur d'Alene (M.P. 8.71)	B. N.	B. N.	Stop signs.

98 (X-2). At Spokane, over B. N. Crossing on old yard lead, movements are governed by automatic interlocking signals. If movement is delayed after entering approach section to this crossing, signal may resume Stop indication at expiration of time interval.

Push buttons, located on signals, may be operated to obtain signal indication for a reverse movement.

Emergency release push button is located near crossing. Instructions are posted in box.

98 (X-3). 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 (X-4). 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 (Y). 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.

Public Crossings

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

Location	Instructions
At Spokane, within city limits.	Trains, engines or cars must not be stopped on street crossings longer than five minutes. If it is evident movement will be stopped longer than five minutes, crossing must be cut to allow vehicular traffic to proceed.
Spokane—Medelia 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.

Location	Instructions
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 be crossed with least interruption to 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.
Spokane—Hamilton Street on Taylor Edwards Company spur tracks. Division Street at Cataldo.	Stop must be made and member of crew must ascertain that automatic crossing signals are in operation before occupying crossing.
Spokane—Hamilton Street on S. I. Spur.	Manually-controlled flashing light crossing signal must be activated before moving over crossing. Switch key controller located on signal mast west of crossing.
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 crossing.
Sandpoint—	Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.

Switches

104 (W-1). Switches will be set normally at:

- Hinkle—wye switches—for running track;
- Hinkle—Switch at stem of wye—for east leg of wye;
- Fish Lake—Switch to B.N. Connection—for B.N. Connection;
- 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 Tekoa Branch;
- 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.
- Eastport—Switch at tail of wye for east leg of wye.

104 (W-2). Main track derails are located at the following points:

Pomeroy (M.P. 29.65) (M.P. 29.91)	} Derail will be set in derailing 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)	
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 lined and locked in derailing position except when movements are to be made over it.
Sierra Nevada Spur (300 feet east of refinery track switch)	
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 (W-3). 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 point indicator for eastward movements. When this indicator displays green, switch points are lined for movement on Union Pacific track. When indicator displays yellow, switch is lined for eastward movement on C.M.St.P.&P. track. If this indicator 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.

Centralized Traffic Control System

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

269 (V). Referring to Special Instructions 269 (R), push buttons are located in relay houses:

- At Wallula;
- At Villard Jct.;
- At Zangar Jct.

Dual Control Switches

275 (X-1). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 606 (a) or 606 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

- B.N. Crossing (Spokane);
- Kalan Drawbridge.

Controlled Signals

275 (X-2). Train and engine movements between B. N. Crossing and Dishman will be governed by controlled signals located at B. N. 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 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.

275 (X-3). Stop signals governing movement over dual control switches at east switch Ayer, and at Ayer Jct., and westward Stop signals at west switch Joso, are controlled by control operator at Ayer. A train or engine stopped by these signals must not proceed without authority from control operator at Ayer except if unable to communicate with control operator at Ayer, or when no control operator is on duty, verbal authority to proceed must be obtained from train dispatcher at Albina, being governed by his instructions regarding the handling of switches, and movement

must be made at restricted speed to next signal. Rules 275 and 275 (A) apply.

Control operator Ayer will be governed by instructions from train dispatcher, Albina, regarding train or engine movement between Ayer and Joso.

275 (X-4). At Cheney, eastward stop signal at M.P. 350.4 is controlled by Burlington Northern train dispatcher at Spokane. Eastward trains stopped by this signal must immediately communicate with B.N. train dispatcher and be governed by his instructions.

Mechanical Time Lock

280 (S). Mechanical time lock has been applied to east switch of house track at Cheney. Train or engine must not release this mechanical time lock or move from house track to main track without authority from Union Pacific train dispatcher, Albina.

Staff System

300 (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 (S). 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 report must be made to train dispatcher at first opportunity.

Interlocking

613 (R). 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 derailed 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.

613 (S). At Yakima River Bridge, M.P. 89.35, Yakima Branch, trains and engines are governed by automatic interlocking signals and must approach gantlet track at restricted speed. A train or engine stopped by an interlocking signal must comply with Operating Rule 613. If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing gantlet track.

Close Clearances

799 (U-1). 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 cars 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.
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. 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. 143.67	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.
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.
Burke station to end of track.	Various	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.

Location	Structure or obstruction	Clearance of engine or cars close at—
Spokane Subdivision		
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.

Track Restrictions

808 (Z-1). Referring to Special Instructions 808 (W), 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 Assn.
—Track 66, Walla Walla Canning Co.
—Track 67, Walla Walla Canning Co.

808 (Z-2). Referring to Special Instructions 808 (V), All Subdivisions:

At the following location, 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 (U-1). 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
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 (U-2). EMD DDA40X (6900 series) units must not be operated on branch lines.

934 (U-3). Pile driver 900321 must not be handled on Connell Branch between Hooper Junction and Connell.

Air Brake Rules

1042 (T). On descending grades shown below, maximum tonnage permitted is 100 tons per operative brake:

Tekoa Branch

MP 74.1 to Colfax
Jerita to Hay
Mica to Chester
Darknell to Rockford

Pendleton Branch

MP 22.5 to MP 33.5
Alto to Menoken

Dayton Branch

Turner to Dayton

Wallace Branch

Plummer Jct. to Chatcolet

Trains must be handled on these descending grades with not less than 6 pound brake pipe reduction.

On these descending grades, retaining valves must be used:

1. On any train exceeding 75 tons per operative brake.
2. On any train with less than one horsepower effective dynamic brake per trailing ton. Such trains must not exceed 15 MPH on these descending grades.
3. On any train being handled without pressure maintaining.

1042 (U). On Sierra Nevada Branch between end of track and Bradley, and on Wallace Branch between Burke and Wallace, the following method of train handling must be followed:

On both ascending and descending grade, inspection of train brakes must be made to determine that brakes apply and release on each car, and brake pipe test as prescribed in Air Brake Rule 1041 must be made.

In addition, on descending grades, brake pipe must be fully recharged and retaining valves placed in Heavy Holding (20 pound) position on all loads, and Light Holding (10 pound) position on all empties; engineer must make a 10 pound brake pipe reduction, release automatic brakes, and wait at least four minutes before starting descending movement.

On descending movement on Sierra Nevada Branch between End of Track and Bradley, for every three (3) loads with operative air brakes, one (1) empty with operative air brakes must be added to consist. For each car without operative air brakes one (1) empty car with operative air brakes must be added to the consist.

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	72B-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	130-349B 500-542B 1750 HP EMD GP9 EMD F9	400-448 2400 HP EMD SD24	470-499 2000 HP EMD GP20	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	1400-1409 2500 HP EMD SDP35	2810-69 3000 HP U30C	3000-3047 3000 HP EMD SD40	3600-3637 3600 HP SD45	5000-5039 5000 HP U50C	6900-6946 6600 HP DD40X
THIRD SUBDIVISION														
Hinkle to Munley	7000	6800	3860	4000	5950	4200	4300	4400	5600	6750	7550	5190	5485	7430
Munley to The Dalles	9999*	9999*	4150	4500	7500	4500	5050	5300	6300	9960	8500	7660	8100	9999*
The Dalles to Seufert	6100	6100	2300	2600	4300	2630	2900	3050	5250	6750	6200	5190	5485	7430
Seufert to M.P. 108	9999*	9999*	4750	5260	9999*	5260	5800	6200	7300	8085	9999*	6195	6550	8870
M.P. 108 to M.P. 114.5	6100	6100	2300	2600	4300	2630	2900	3050	3750	5805	5000	4460	4710	6385
M.P. 114.5 to Boardman	9999*	9999*	4750	5260	9999*	5260	5800	6200	7300	6750	9999*	5190	5485	7430
Boardman to Hinkle	6100	6100	2300	2600	4300	2630	2900	3050	3750	5805	5000	4460	4710	6385
FOURTH SUBDIVISION														
The Dalles to Crates	7000	6800	3500	4000	4900	4200	4300	4500	5600	6750	7550	5190	5485	7430
Crates to Albina via Kenton	9999*	9999*	4750	5260	9999*	5260	5800	6200	7300	8485	9999*	6525	6900	9340
Troutdale to Clarnie via Graham	7000	6800	2700	3000	4900	3050	3350	3500	4450	6750	6000	5190	5485	7430
Albina to Hood River via Kenton	6400	6200	4150	4300	6400	4400	4450	4500	6100	8485	8100	6525	6900	9340
Portland to Clarnie via Graham	4100	4000	1500	1800	2900	1830	1900	2000	2600	3685	3550	2820	2970	4040
Hood River to The Dalles	7000	6800	3500	4000	4900	4200	4300	4500	5600	6750	7550	5190	5485	7430
FIFTH SUBDIVISION														
Albina to Vader	8000	8000	4250	5000	6000	5000	5300	5500	4040	5805	5380	4460	4710	6385
Vader to Napavine	4400	4400	1800	2000	3100	2000	2200	2300	2555	3685	3420	2820	2970	4040
Napavine to Argo	8000	8000	4250	5000	6000	5000	5300	5500	4040	5805	5380	4460	4710	6385
Argo to Centralia	8000	8000	4250	5000	6000	5000	5300	5500	4040	5805	5380	4460	4710	6385
Centralia to Napavine	3400	3400	1400	1700	2450	1700	1850	1950	2250	3260	3020	2490	2620	3565
Napavine to Albina	8000	8000	4250	5000	6000	5000	5300	5500	4040	5805	5380	4460	4710	6385
SIXTH SUBDIVISION														
Spokane to M.P. 345	6150	6150	2400	2650	4350	2650	3100	3100	5000	6035	5000	4635	4900	6640
M.P. 345 to Page	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Page to Humorist	9900	9900	3900	4250	7050	4250	5000	5000	8000	8085	8000	6195	6550	8870
Humorist to Wallula	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Wallula to Juniper	9999*	9999*	3950	4300	7150	4300	5050	5050	8100	8485	8100	6225	6900	9340
Juniper to Hinkle	6150	6150	2400	2650	4350	2650	3100	3100	5000	5805	5000	4460	4710	6385
Hinkle to Wallula	9999*	9999*	5000	5200	7800	5600	5900	5900	8950	9960	8950	7660	8100	9999
Wallula to Humorist	7200	7200	2800	3100	5100	3100	3150	3600	5800	6750	5800	5190	5485	7430
Humorist to Ayer	9999*	9999*	3950	4300	7150	4300	5000	5050	8000	8485	8000	6225	6900	9340
Ayer to M.P. 345	6150	6150	2400	2650	4350	2650	3100	3100	5000	5805	5000	4460	4710	6385
M.P. 345 to Spokane	CL	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

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.

	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
Umatilla Branch										
Irrigon to Hinkle	CL	CL	CL	1800	2000					
Hinkle to Irrigon	CL	CL	CL	3000	3200					
Heppner Branch										
Heppner to Heppner Jet.	2750	3000	5000	3000	3200					
Heppner Jet. to Lone	2100	2350	3800	1550	1750					
Lone to Heppner	1500	1610	2650	1015	1015					
Condon Branch										
Condon to Clem	3200	3500	5800	3000	3200					
Clem to Mikkalo	1100	1200	2250	600	700					
Mikkalo to Shutler	1500	1650	2700	1500	1700					
Shutler to Arlington	2950	3300	5400	3000	3200					
Arlington to Rock Creek	725	800	1300	600	650					
Rock Creek to MP 19.6	525	600	950	450	500					
MP 19.6 to Mikkalo	800	850	1400	600	650					
Mikkalo to Gwendolen	1000	1100	1800	450	500					
Gwendolen to Condon	1000	1100	1800	1100	1200					
Bend Branch										
O.T. Jet. to North Jet.	2100	2350	3800	1500	1650					
North Jet. to South Jet.	2400	2600	4300	1700	1850					
South Jet. to Madras	1050	1150	1900	850	950					
Madras to Bend	2100	2350	3800	1400	1550					
Bend to O.T. Jet.	4000	4000	6650	1700	1750					
Grays Harbor Branch										
Hoquiam to Cosmopolis	1575	1700	2800	1200	1400					
Cosmopolis to Centralia	4000	4500	7500	3200	3400					
Centralia to Cosmopolis	5000	5000		3800	4000					
Cosmopolis to Hoquiam	2100	2150		1500	1700					
Olympia Branch										
Olympia to East Olympia	1800	1800		1400	1500					
East Olympia to Olympia	3500	3500		3500	2700					
Yakima Branch										
Wallula to Chaffee	5200	5400		3200	3500					
Chaffee to Grandview	5000	5200		3200	3500					
Grandview to Union Gap	5200	5400		3200	3500					
Union Gap to Yakima	5000	5200		3200	3500					
Yakima to Midvale	CL	CL		CL	CL					
Midvale to MP 55	5200	5400		3200	3500					
MP 55 to Wallula	CL	CL		CL	CL					
Wallula Branch										
Wallula to Walla Walla	1700	1700		1450	1550					
Walla Walla to Wallula	3000	3000		2850	3000					
Moscow Branch										
Colfax to Moscow	2000	2000		1200	1300					
Moscow to Colfax	CL	CL		3500	3700					
Pendleton Branch										
Pendleton to Weston	1500	1500		1400	1400					
Weston to Downing	1350	1350		750	800					
Downing to Barretti	CL	CL		CL	CL					
Barretti to Milton	1500	1500		1400	1400					
Milton to Walla Walla	1850	1850		1400	1400					
Walla Walla to Bolles	1200	1200		1050	1125					
Bolles to Alto	950	950		750	800					
Alto to Walla Walla	1750	1750								
Walla Walla to Milton	2500	2500		1400	1400					
Milton to Weston	750	750		775	850					
Weston to Pendleton	3700	3700		3500	3750					
Tekoa Branch										
Spokane to Chester	1750	1750		1175	1275					
Chester to Fairfield	1130	1130		750	825					
Fairfield to Latah	1650	1650		1042	1140					
Latah to Tekoa	2200	2200		2000	2150					
Tekoa to Garfield	1700	1700		1200	1300					
Garfield to Colfax	4000	4000		3500	3700					
Colfax to MP 74.1	625	625		400	450					
MP 74.1 to Winona	4000	4000		3500	3700					
Winona to Jerita	1900	1900		1500	1650					
Jerita to Ayer	5000	5000		4000	5000					
Ayer to Riparia	4000	4000		3200	3400					
Riparia to Hay	1400	1400		1150	1250					
Hay to Jerita	1000	1000		700	750					
Jerita to Winona	1850	1850		1500	1650					
Winona to Mockonema	1750	1750		1400	1550					
Mockonema to MP 74.1	1350	1350		1000	1100					
MP 74.1 to Elberton	2300	2300		2000	2200					
Elberton to Tekoa	1450	1450		1150	1250					
Tekoa to Freeman	1435	1435		1000	1050					
Freeman to Spokane	4000	4000		3500	3700					
Wallace Branch										
Plummer Jct. to Enaville	2250	2250		1700	1850					
Enaville to Kellogg	1900	1900		1300	1750					
Kellogg to Wallace	1900	1900		1200	1300					

