

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

Washington Division

**Special Rules
No. 3**

**Effective
Saturday,
April 1, 1939**

Superseding Special Rules No. 2

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

P. T. McCARTHY, Superintendent.

F. N. FINCH,
General Manager

G. L. WHIPPLE,
General Supt. Transportation

2 (B). In addition to employees enumerated in Rule 2, following employees must use watches that have been examined and certified to by a designated inspector:

Division Engineers
Safety Agents
Trainmasters
Road Foremen of Engines
Station Agents

Operators
Assistant Yardmasters
Assistant Roadmasters
Construction Foremen

Operators must set their clocks when Standard Time is transmitted.

At stations where there is not a standard clock, the watches of operators must be compared with the train dispatcher, before commencing each day's work.

Employees will be exempt from watch inspection and comparison when permanently assigned in offices where a standard clock is provided.

7 (B). At points where there are close clearances, trainmen will work on the opposite side of train from them; and, if necessary, the fireman will receive the signals and communicate them to the engineman.

7 (C). When practicable, all signals by hand must be given on the engineman's side; flag and lamp signals (when not by hand), fuseses and torpedoes must also be placed on that side, but they must be respected when received from or found on either side.

During stormy weather or when snow is on the ground torpedoes should be duplicated on opposite rail.

9 (R). Switch lights will not be used on following branch lines:

Tekoa-Ayer Branch, between Seltice and Winona via Thornton;
Tucannon-Pendleton Branch, except main track switches in Walla Walla yard;
Pomeroy Branch;
Dayton Branch;
Connell Branch;
Wallace Branch;
Sierra Nevada Branch.

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

9 (S). Lights will not be kept burning at night in train order signals on branch lines when operators are not on duty.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking, indicates "proceed at restricted speed".

11 (B). A train finding a fusee burning yellow on or near its track must proceed at restricted speed.

11 (C). Referring to Rules 11 and 11(B). Restricted speed must be observed for at least one mile.

14 (x). Relative to Rules 14 and 14(l): The first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately after passing the crossing. The last sound may be prolonged, if necessary, and there must not be too much space between sounding of the blasts. The duration of the complete signal must not be less than 10 seconds and not much more than 15 seconds.

The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents.

14 (y). In case of necessity for transferring control of air from one engine to another, enginemen will be governed by Rule 1050(B) of "Operating Rules & Instructions Governing Air Brakes, Air Signals, Etc.," effective December 1, 1925, sounding whistle signal as provided therein, viz., two short and one long sounds of the engine whistle.

15 (A). Referring to Rule 15. Restricted speed must be observed for at least one mile.

17 (B). During heavy snow or rain storms, the headlight will be displayed to the front of every train by day.

When rules require headlight to be displayed, electric headlights on engines must be dimmed under conditions outlined below, except in foggy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rule 17.

19 (C). By night freight trains will, in addition to markers, display a light in cupola of the caboose, showing green to the front and red to the rear except when train is clear of the main track, when a green light must be displayed to the front and rear.

On arrival at terminals, cupola light must not be removed until train has been taken charge of by the yardmen or is clear of the main track.

19 (D). A train equipped with train indicators must not leave its initial station without the indication properly displayed. When the identity of a train is changed, the indicators must be changed to correspond. Before making such change, the safety of other trains must be fully considered.

COMMON STANDARD—SINGLE ROW—INDICATOR

12 for Train No. 12.

1-12 for First 12.

X-162 for Extra 162.

On arrival at terminals, indicators must not be removed until the train has been taken charge of by the yardmen, or is clear of main track.

19 (E). When passenger trains are being switched, the markers must be removed to prevent obscuring the view of the enginemen, except that electric marker lamps need not be removed but at night their lights must be extinguished.

26 (A). Blue flag or blue light must in all cases be displayed on the same side of train at each end.

26 (B). When necessary to protect against the moving or coupling into, of certain bad order cars on repair tracks with other cars, some of which it may be necessary to move, a red flag by day and a red light by night must be displayed on such cars to indicate that they must not be moved or coupled into under any circumstances.

These instructions do not change or modify Rule 26 in any way.

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

31 (A). Enginemen must sound whistle signal as prescribed by Rule 14(l) when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

31 (R). Ordinances of the Cities of Spokane and Pendleton make it unlawful for any person operating a locomotive within the city limits to sound the whistle thereof except to prevent accident not otherwise avoidable or to signal an interlocking or communicate with flagman.

31 (S). At Walla Walla, all trains and engines will not sound whistle for public crossing at West Cherry Street and Gardners' Association public crossing just west of Mill Creek Bridge except to prevent accident not otherwise avoidable.

83 (C). Clearance Card, Form 2643, will be used in lieu of Clearance Form A as provided in Transportation Rules effective April 1, 1939.

83 (R). Clearance Card (Form 2643) must be received as follows:

At Walla Walla, by all trains;

At Spokane, by all westward trains originating at West Spokane;

At Wallula, by all eastward Yakima Branch trains originating at Attalla.

Trains are not required to receive Clearance Card (Form 2643) as per Rule

83(B) as follows:

At Attalia, all westward trains;
At N. P. Crossing, all eastward S. I. trains;
At Tucannon, all trains;
At Bolles, all trains;
At Midvale, all trains;
At Turner, all westward trains.

When there is no operator on duty, trains are not required to receive Clearance Card (Form 2643) as per Rule 83(B) as follows:

At Hooper Junction, all trains;
At Starbuck, Nos. 355 and 356;
At LaCrosse, all trains;
At Sunnyside, all eastward trains;
At Connell, all eastward trains;
At Moscow, No. 379;
At Burke, all eastward trains.

83 (S). Trains are not required to ascertain whether all trains due, which are superior, or of the same class, have arrived or left, as per Rule S-83, as follows:

At N. P. Crossing, all eastward S. I. passenger trains, but may proceed N. P. Crossing to Spokane Union Station on clear interlocking signal indication at N. P. Crossing, and run with current of traffic at restricted speed.

Trains must register by registering ticket (Form 2642) as follows, when operator is on duty:

At N. P. Crossing, all first-class trains;
At Marengo, Nos. 11 and 12;
At Hooper Junction, Nos. 11 and 12, 251 and 252 or their extras;
At Ayer, Nos. 11, 12 and 78;
At Manito, all trains.

Train registering exceptions:

At Wallula, train register will also serve as train register at Attalia for eastward Yakima Branch trains;
At Zillah, only first-class trains will register.

83 (T). To enable westward trains originating at Spokane to comply with Rule S-83 when passing from double to single track, train register at Spokane will also serve as train register for end of double track at N. P. Crossing and West Spokane. Conductors and enginemen must identify eastward trains which are superior or of the same class between Spokane and end of double track. Trains displaying signals when moving between N. P. Crossing and West Spokane must whistle as per Rule 14(k).

83 (U). Westward Sixth Subdivision trains and engines may move Attalia to Wallula against or ahead of Yakima Branch first-class trains when automatic interlocking signal at Attalia changes to proceed position.

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

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

83 (V). Joint Operation of Umapine Spur. Between Prunedale and Umapine and between Prunedale and Johns Spur all trains, engines and motors of the U. P. R. R. and the W. W. V. Ry. have equal rights in their movement and shall be governed by the following rules:

Between Prunedale and Umapine, U. P. conductors will ascertain from agent at Milton whether or not track is occupied. Conductors of trains of either company will pick up staff and register time of departure from Prunedale and upon returning register time of arrival, and leave staff at Prunedale, and no train shall leave Prunedale for movement over the spur when the train register and the absence of the staff show that another train is occupying the track. U. P. conductors must notify agent at Milton time of departure and return after each trip.

Between Prunedale and Johns Spur, all trains, yard engines, light engines, electric motors, etc., must proceed at restricted speed in both directions at all times.

Trainmen must not ride on top of cars while on Umapine Spur.

84 (A). On freight trains approaching sidings, if everything is all right, the conductor will, if practicable, signal the engineman to proceed. This will be answered by 14(b).

84 (B). Passenger conductors must get on the ground at all stops, including flag stops and blind sidings, and the conductor must give the proceed signal.

90 (R). At Walla Walla passenger station, No 78 will use No. 1 or No. 2 siding instead of the main track.

93 (A). First-class trains must move within yard limits at restricted speed.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Spokane	Colfax	Pendleton	Hooper Jct. (On
West Spokane	Crest	Yakima	Connell Br.)
Cheney	Winona	Zillah	Moscow
Marengo	LaCrosse	Grandview	Pullman
Ayer	Riparia	Kennewick	Plummer
Attalia	Rifton	Pomeroy	Chatcolet
Wallula	Starbuck	Dayton	Bradley
Umatilla	Alto	Huntsville	Sierra Nevada Spur
East Spokane	Bolles	Connell	Kellogg-Wardner
Dishman	Walla Walla	Hooper	Wallace
Tekoa	Milton		Burke

93 (S). Joint Operation Between Walry and Tausick. Within yard limits extending between Walry and Tausick, all trains, engines and motors of the U. P. R. R. and W. W. V. Ry. have equal rights in their movements and shall be governed by following rule:

All trains, yard engines, light engines, electric motors, etc., must proceed at restricted speed in both directions at all times between Walry and Tausick.

93 (T). Joint Operation at Zillah, Wallula and Huntsville. Tracks of U. P. R. R. and N. P. Ry. within yard limits at Zillah, Wallula and Huntsville are used jointly by both companies for switching purposes. While using N. P. tracks be governed by Rule 93.

93 (U). U. P. R. R. trains are authorized to cross over N. P. Ry. main track at Athena to make switching movements to and from track serving Preston-Shaffer Elevator, and while using N. P. tracks will be governed by Rule 93.

93 (V). Joint Operation at Burke. All trains, yard engines, light engines, etc., of the U. P. R. R. and N. P. Ry. in using joint tracks must proceed at restricted speed in both directions at all times.

94 (A). When a train is delayed, trains following must be allowed to pass as promptly as possible, and the conductor and engineman of the delayed train will be held jointly responsible for delay resulting from failure to comply with these instructions.

98 (B). Where a train is required to stop at a railroad crossing at grade not protected by interlocking or automatic crossing signals, and the view from either side is obstructed more than 200 feet, a member of the crew must precede the train and give proceed signal from the crossing, if safe to proceed, and the train must not proceed over the crossing until the proceed signal has been received.

98 (R). The Washington State Law governing movement of trains over railroad crossings at grade is as follows:

"Trains shall stop at railroad crossings:—All railroads and street railroads, operating in this State shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates."

After stop has been made for railroad crossings at grade engineman will sound proceed signal as per Rule 14(b) before proceeding.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Pendleton.	Oregon Division.		Westward movements from Washington Division between junction and depot is authorized by proceed indication of automatic block stop signal. When signal at junction switch indicates proceed, trains and engines may proceed regardless of first-class trains. When signal at junction switch fails to indicate proceed for westward movement after junction switch is opened, in addition to complying with Rule 509(A), Oregon Division main track must not be occupied until protected in accordance with Rule 99 against westward Oregon Division trains.
Umatilla. (M.P. 183.9)	Oregon Division.		Oregon Division trains will stop clear of the junction switch connecting east leg of wye and Washington Division main track, until it has been ascertained whether all Washington Division trains due, which are superior or of the same class, have arrived or left. If a train is seen approaching in either direction on the Washington Division main track, switch must not be opened or Washington Division main track occupied until approaching train has stopped or passed.
Attalia. (M.P. 212.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Signals.
Attalia. (M.P. 212.8)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Signals.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Ayer. (M.P. 264.0)	Sixth Sub-division and Tekoa-Ayer Branch.	Westward first class trains seen to be at or approaching junction will have precedence over other westward trains or engines from junction to depot.	Westward trains and engines are not required to comply with Rule S-83 at junction, and movement from junction to depot may be made if signal governing the route being used indicates "proceed". When such signal fails to indicate "proceed", movement may be made under protection of flagman as required by the rules.
Marengo. (M.P. 306.4)	C.M.St.P.&P.		C. M. St. P. & P. trains and engines must stop clear of junction switch complying with Rule S-83, after which movement onto U. P. R. R. main track may be made subject to automatic block signal rules.
Spokane. (M.P. 163.3)	N. P. S. C. & P.		Interlocking.
Manito. (M.P. 143.4)	C.M.St.P.&P.		C. M. St. P. & P. trains and engines must stop clear of junction switch complying with Rule S-83, after which movement onto U. P. R. R. main track may be made subject to automatic block signal rules.
Farmington. (M.P. 103.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Gates. Set normally against N. P.
Garfield. (M.P. 95.3)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Colfax. (M.P. 77.1)	S. C. & P.	U. P. R. R.	Gates and automatic interlocking signals. Gates set normally against S. C. & P. Automatic interlocking signal will change to "proceed" on approach of train or engine if track is clear.
Oakesdale. (M.P. 91.58)	S. C. & P.	U. P. R. R.	All trains and engines stop before crossing.
Oakesdale. (M.P. 91.55)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Thornton. (M.P. 82.5)	S. C. & P.	U. P. R. R.	Gates.

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Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Riparia. (M.P. 17.3)	N. P.	U. P. R. R. except passenger trains have precedence over all freight trains.	Gates. Set normally against N. P.
Walla Walla. (M.P. 47.9)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Walla Walla. (M.P. 47.3)	W. W. V. Ry.	U. P. R. R.	Gate.
Walry. (M.P. 44.2)	W. W. V. Ry.	U. P. R. R.	Gates.
Milton. (M.P. 37.0)	W. W. V. Ry.	U. P. R. R.	Gates.
Washington Division Junction. (M.P. 0.53)	N. P.		Movement of U. P. R. R. and N. P. Ry. trains and engines between Washington Division Junction and Oregon Division Junction is authorized by proceed indication of automatic block stop signal. When signal at junction switch indicates "proceed", trains and engines may proceed regardless of opposing trains. When signal at junction switch fails to indicate "proceed" for westward N. P. trains, after junction switch is opened, in addition to complying with Rule 509(A), Pendleton-Tucannon Branch main track must not be occupied until protection in accordance with Rule 99 is afforded against westward Washington Division trains.
Parker. (M.P. 91.3)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Signals.
Parker. (M.P. 89.4)	N. P.	U. P. R. R. except passenger trains have precedence over all freight trains.	All trains and engines governed by automatic interlocking signals.
Villard. (M.P. 7.3)	N. P.	N. P.	All trains and engines stop before crossing.
Auker. (M.P. 28.9)	W. W. V. Ry.	U. P. R. R.	Gate.
Long. (M.P. 8.9)	N. P.	U. P. R. R.	All trains and engines stop before crossing.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Dayton. (M.P. 12.90)	N. P.	U. P. R. R.	Gate.
Dayton. (M.P. 13.10)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Dayton. (M.P. 13.11)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Pullman. (M.P. 19.3)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Wallace. (M.P. 80.4)	N. P.	U. P. R. R.	All trains and engines stop before crossing.
Wallace. (M.P. 80.6)	N. P.	U. P. R. R.	All trains and engines stop before crossing.

98 (U). Train movement over Columbia River Bridge 7.44 Yakima Branch, is governed by a derail and semi-automatic interlocking signal located 600 feet east of east end of bridge and a derail and semi-automatic interlocking signal located just east of N. P. crossing, Villard. Normal position of these signals is "stop", and signal will change to proceed position on approach of train if block is clear. When signal is seen to be in proceed position train may proceed without stopping for drawbridge, observing existing speed restrictions. When stopped by a signal, after waiting five minutes, if signal fails to change to "proceed", persons in charge of train or engine must send a flagman ahead to the drawbridge before passing over it with train. If derail switch at signal, and draw span, are found properly closed proceed signal will be given by flagman and acknowledged and train may then proceed at restricted speed, looking out for broken rail, obstruction, derail switches not properly set or draw span not properly closed. Wire report must be made to chief dispatcher at first available point of communication covering signal failure. Eastward trains stopped by signal governing this bridge must stand clear of N. P. crossing, Villard.

98 (V). Yakima River Bridge 89.35, one mile west of Parker, is used jointly with N. P. Automatic block signals govern movement of trains in both directions through gauntlet track over Yakima River Bridge. All trains must approach gauntlet track at restricted speed and must not exceed 15 miles per hour through gauntlet track. When a train is stopped by block signal at approach to gauntlet track, it may proceed when signal clears or by sending flagman ahead sufficient distance to insure full protection. When passenger and freight trains approach at same time, freight trains must stop before passing block signal about 600 feet from bridge, giving passenger trains precedence.

98 (W). All trains and engines must stop at stop boards before crossing drawbridge 23.45 over St. Joe River one-half mile west of Chatcolet and must not proceed until they have called for, received and acknowledged proceed signal from bridge tender. After a stop of five minutes, if proceed signal is not received, flagman must be sent ahead, and if draw span is found closed and locked, proceed signal will be given by flagman and acknowledged by the engineman and train may then proceed.

98 (X). All trains must stop before crossing drawbridge 17.23 over Snake River at Riparia, and may then proceed if draw span is seen to be closed.

99 (C). In complying with Rule 99, flagman unless sooner recalled must go back one mile from rear of his train, and when conditions require must go back sufficiently further to insure full protection. When flagman has reached a point one mile or further from rear of his train, or when sooner recalled, he will place and leave two torpedoes on the rail and at night or when conditions require display lighted fuseses in addition.

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99 (C). Continued.

If recalled before reaching a point one-fourth mile from rear of his train, the flagman must day or night display a lighted red fusee, and when conditions require place and leave two torpedoes in addition.

If flagman sees or hears a train approaching, he must immediately place two torpedoes on the rail and go towards the approaching train giving stop signals with red flag or red light, and at night or when weather conditions require, display a lighted red fusee in addition.

Flagman's Signals:

Day Signals—A red flag, not less than ten torpedoes, three red and three yellow fusees.

Night Signals—A red light, a white light, not less than ten torpedoes, three red and three yellow fusees.

99 (D). The duty of flagmen on passenger, freight and mixed trains is to enable prompt and immediate compliance with transportation Rule 99 and other flagging rules. While train is in motion or is standing at point where flag protection is or may be required, this man must not be called upon to perform any other duties than the protection of his train in compliance with the rules unless specific arrangement is made in each instance with the conductor under which the conductor definitely states at that time that he or one of the brakemen will afford necessary protection of rear end of train. Within yard limits when unnecessary to protect or when clear of the main track on sidings, flagman may be called upon to perform duties the same as those of brakemen.

99 (R). When a train order is received reading, "All eastward (or westward) extra trains wait at until", the train addressed is relieved from protecting its rear end against following extra trains until the time named in the order.

On Washington Division use of this train order is authorized only on all branch lines.

101 (C). Trains must be handled with caution where sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed, losing time if necessary to insure safety.

102 (B). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by train dispatcher.

103 (B). Cars must not be handled ahead of engine between stations, except as follows:

- When necessary to take cars to or from a spur;
- On work trains.

When this is done, it must be for no greater distance than necessary and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

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

- When the switches to be passed over can be plainly seen to be properly lined;
- Where the movement is over a crossing protected by a crossing watchman on duty. See Rule 103(D).

Employees are prohibited from riding on engines or cars as follows:

- On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

- On leading footboard while coupling engine to cars;
- On engine pilots;
- On deadwood, drawbars, brake beams, journal boxes, or brake wheels;
- On end of cars containing loads which may shift.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (D). When a road engine with or without cars is backing over a crossing at a station not protected by watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman and he must not get on rear of tank until it has passed over the crossing.

When a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

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

Location	Instructions
Spokane—Monroe Street.	Normal position of gates—across track. Movement across street must not be made until gates are open and proceed signal given from middle of street by a trainman or yardman. Gates must be closed promptly after each movement.
Spokane—Division Street.	Instructions for Monroe Street apply also at Division Street, and in addition, unless absolutely necessary, movements across street must not be made between 6:00 a. m. and 8:00 a. m., 11:30 a. m. and 1:30 p. m., 5:00 p. m. and 7:00 p. m. Between the hours of 6:00 a. m. and midnight, the number of movements across the street is limited to twenty, and the street must not be crossed when to do so would interrupt traffic.
Spokane—At the following streets: Green, Madelia, Hamilton, Cincinnati, Division, Washington, Howard, Monroe, Ash, Cannon.	While switching, if crossing watchman is not on duty, a trainman or yardman must go ahead of train and engine and hold all traffic.
Tekoa—County road at junction switch to McGoldrick's Spur.	Flagman must be on ground and hold all highway traffic, before any movement is made over the crossing.

Note.—Hours of crossing watchmen at Spokane are as follows:

Green Street	}	7:30 a. m. to 12:01 p. m.
Madelia Street	}	1:00 p. m. to 6:30 p. m.
Washington Street	}	6:30 a. m. to 10:30 p. m.
		7:00 a. m. to 11:00 p. m.

104 (B). Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing to take up slack.

104 (C). Roadway machines, such as ditchers, pile drivers, rail loaders, bridge derricks and the like, must not be dropped, either alone or with other cars, but must be shoved to a stop.

Cars of any kind must not be "poled" or "staked" by yard or road crews when it can be avoided.

104 (D). Relative to Transportation Department Rule 104(A) and Maintenance of Way Department Rule 104(E), on all cross-overs between a main track and any other track, both switches must be equipped with switch locks and they must be locked while trains are passing over them and must be left locked after they have been used.

104 (E). If a switch lock is missing or found to be defective a new one must be supplied.

104 (F). If a rigid split switch is run through it is thereafter unsafe and must be protected.

If an engine or a car is run partially through a split switch, the entire movement must be continued; to reverse would result in derailment.

Split switches damaged in this way must be spiked unless the section foreman is on hand and takes charge.

104 (R). Switches will be set normally:

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

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

- Pomeroy —Opposite water tank. This derail will not be used except when cars are left standing on main track above it.
- Dayton —100 feet east of depot. This derail will not be used except when cars are left standing on main track above it.
- McAdam —500 feet west of west switch. This derail will be lined in derailing position only when cars are spotted so that they foul the main track or when the warehouse track switches are lined so as to permit loaders to drop cars west out onto main track.
- Wacota —500 feet west of west switch. Same instructions apply as to McAdam.
- Estes —500 feet west of west switch. Same instructions apply as to McAdam.
- Sulphur —500 feet west of west switch. Same instructions apply as to McAdam.
- Wallace —350 feet east of depot. This derail will not be used except when passenger train is standing on main track at the depot west of derail.
- M.P. 81.13 —Old Standard High Line switch lined for high line track to serve as derail.
- Wallace Branch
- Gem —M.P. 84. Derail will normally be set in non-derailing position, but must be set in derailing position while switching is being done above it.
- Burke —M.P. 86.3. Derail will normally be set in non-derailing position but must be set in derailing position while switching is being done above it.
- Burke —M.P. 86.4. Derail must be set in derailing position while switching is being done above it and must normally be set in derailing position.
- Sierra Nevada Spur —300 feet east of refinery track switch. This derail must be set in derailing position while switching is being done above it.
- Sierra Nevada Spur —West of No. 1 track switch at zinc plant. Derail will not be used except when cars are left standing on main track above it.

105 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:
(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frts." includes mixed trains and light engines with or without caboose. Freight engines used in passenger service on branches, must not exceed the speed specified for those engines in freight service.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frts.	
At any point.	60	40	
At any point.	60	40	With Mikado class engines with 63-inch drivers.
At any point.	45	40	With Mikado class engines with 57-inch drivers.
At any point.	50	40	With 2-10-2 class engines.
At any point.	40	40	With Consolidation class engines.
At any point.	50	40	With Simple Mallet engines.
At any point.	40	40	With Mallet engines.
At any point.	50	40	With C. M. St. P. & P. Class N-3-S engines.
At any point.	35	35	Light engines.
At any point.	20	20	Engines backing up.
At any point.		35	Trains handling Fuller snow plow 0330.
At any point.	50		Motors M-24, M-98 and M-99.
At any point.		25	Trains handling locomotive cranes, pile drivers, steam shovels, rotary snow plows, ditchers, steam derricks and Rodger ballast cars when loaded with gravel.
At any point.		20	Trains handling logs.
Through truss bridges.		6	Trains handling logs.
At any point.	Main Line	30	Trains handling scale test car.
	Br. Lines	25	
Within yard limits on Sixth Subdivision and between Spokane and Manito.	40	25	Speed must be as much slower as conditions may require.
Within yard limits except on Sixth Subdivision and between Spokane and Manito.	30	15	Speed must be as much slower as conditions may require.
Using cross-overs or turn-outs.	15	15	
On sidings.	15	15	
Interlocking.	15	15	
Railroad crossings at grade.	15	15	Except at Attalia; eastward trains only: 30 M.P.H. for Psgr. trains and 20 M.P.H. for Frts. trains from point where governing automatic interlocking signal can be seen to indicate proceed, until engine is over the crossings when speed may be increased.
On 4 degree curves.	50	40	
On 5 and 6 degree curves.	40	30	
On 7 and 8 degree curves.	35	25	
On 9 and 10 degree curves.	30	20	

Continued on page 8.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
On curves of 7 degrees and over.	25	20	With 2-10-2 class engines.
Over spring switches.	15	15	When using turn-outs.
Over spring switches.	20	20	When not using turn-outs, but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	When not using turn-out, but when movement is over facing point switch.
Spokane.	15	15	Through Union Station yard limits.
Spokane.	10	10	Over slip switches in Union Station yard.
Sixth Subdivision.			
Over bridge 367.13.	10	10	Over street crossings at grade. Through tunnels. Track No. 7.
Over bridge 365.32.	25	15	
Cheney.	15	15	
Between Mack and Joso.	45	25	
Over bridge 271.70.	25	15	
Umatilla.	25		
Spokane-Tekoa Branch.			
At any point.	50	35	Through tunnel. Over slip switches. Over street crossings at grade on line through old yard. Over street crossings at grade. On descending grade. Over street crossings at grade.
Between Spokane and Manito.	60		
Spokane.	15	15	
N. P. Crossing, Spokane.	15	10	
Between N. P. Crossing and Mission Ave., Spokane.	12	12	
Between N. P. Crossing and City Limits, Spokane.	20	20	
Between Chester and Mica.		25	
Between Manito and Tekoa.		30	
Fairfield.	6	6	
Tekoa-Ayer Branch.			
At any point.	50	30	Trains handling logs. Over street crossings at grade. On streets and over street crossings at grade. On descending grade. Over street crossings at grade. Over Snake River Bridge 17.23.
McGoldrick's Spur, Tekoa.		10	
Elberton.	25	25	
Colfax.	12	12	
Between Colfax and Crest.	25	12	
Between Mockonema and Thera.	40	25	
Between Seltice and Winona via Thornton.	35	25	
St. John.	6	6	
Riparia.	5	5	
Between Tucannon and Ayer.	35	25	

Location	Maximum Speed Miles Per Hour		Remarks	
	Psg.	Frt.		
Tucannon-Pendleton Branch.				
At any point.	50	30	On descending grade. Over street crossings at grade. Over street crossings at grade. On descending grade. Over street crossings at grade. Over Thompson, Main and Aura Sts. Over other street crossings within city limits.	
Between Tucannon and Downing.	40	25		
Between Starbuck and Alto.	30	12		
Walla Walla.	12	12		
Milton.	15	15		
Umapine Spur.	15	15		
Between Barrett and Downing.	30	15		
Athena.	15	15		
Pendleton.	12	12		
Pendleton.	20	20		
Yakima Branch.				
At any point.	45	30	Over Yakima Ave. and Walnut St. Over other street crossings at grade. Through gauntlet track. Over street crossings at grade. Over street crossings at grade.	
Yakima.	6	6		
Yakima.	10	10		
Yakima Riv. Bridge 89.35	15	15		
Zillah.	25	25		
Kennewick.	8	8		
Wallula Branch.				
At any point.	40	30	Within yard limits.	
Trains 345, 346 and 78		25		
Pomeroy Branch.				
At any point.	25	20		
On curves.	15	15		
Dayton Branch.				
At any point.	35	25	Over street crossings at grade.	
Dayton.	6	6		
Between Dayton and Turner.	15	15		
Connell Branch.				
At any point.	35	30		
Between mile posts: 16 and 27.	30	20		
27 and 53.	15	15		
Moscow Branch.				
At any point.	35	25	Over street crossings at grade. Over street crossings at grade.	
Moscow.	12	12		
Pullman.	6	6		
Wallace Branch.				
At any point.	50	30	On descending grade. Over street crossings at grade. Westward trains. Eastward trains.	
Between Lovell and Chatcolet.	35	20		
Between Chatcolet and Harrison.	40	25		
Wallace.	6	6		
Between Wallace and Burke.	20	20		
Between Wallace and Burke.	20	10		
Sierra Nevada Branch.				
At any point.	10	10		
Note.—While crossing Bridge 365.32 over Spokane River and Latah Creek between West Spokane and Cowles, and Bridge 271.70 over Snake River between Joso and Chew, trainmen and engine-men must watch train and track closely and be prepared to stop should an emergency arise.				
Note.—Figure on stake at beginning of curve indicates degree of curvature.				

D-151 (R). In Spokane yard, trains and engines may move against the current of traffic between cross-over switches at Spokane Union Station and cross-over near coal chute at West Spokane without being preceded by a flagman, except when on the time of a first-class train.

204 (B). The rear trainman must be provided with copies of train orders and clearance cards.

208 (B). When a train's superiority is restricted at the point it is to receive the order, it will not be made complete to either train until the operator has placed two torpedoes on the rail not less than 500 feet from the train order signal in the direction of the approaching train and dispatcher has assurance that this has been done. In addition, as train approaches operator will go toward it giving stop signals with red flag or red light.

209 (B). Operators receiving train orders are not permitted to typewrite them.

302. AUTOMATIC TRAIN CONTROL: A method of mechanically controlling train movements, independent of the engineman, should it become necessary.

302 (C). Double heading cocks on engines equipped with automatic train control will be sealed in cut-in position and enginemen will inspect seal before departure to determine that it is unbroken.

When necessary to break seal to use double heading cock for any reason, enginemen will make report on ATC report, Form 7483, stating why seal was broken. At end of trip broken seal must be delivered to roundhouse foreman together with suitable written report.

509 AA. Rule 509(A) is modified by elimination of requirement that when a train is stopped by stop-signal (Figure 501A) train must secure authority to proceed from dispatcher; instead, flagman will be sent ahead immediately, train wait five minutes and then proceed following flagman to next signal displaying proceed indication.

509 (D). When a train is stopped by a stop-and-proceed block signal (Figure 501AA), two long sounds of the engine whistle signal 14(b) must be given before the train proceeds.

509 (E). On single track, when a light engine, or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rules 509(A) and 509AA, after placing two torpedoes immediately at the rear of train, it may proceed at restricted speed, without sending a flagman ahead.

509 (F). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rules 509(A) and 509AA, if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at restricted speed, without sending flagman ahead.

509 (G). Where a train has been stopped by a stop-and-proceed signal and is proceeding at restricted speed, train and enginemen in addition to looking out for obstruction, train in the block, etc., should watch rock protection fence and if plug is found pulled with no obstruction on the track, should if possible, replace plug and make report from first open telegraph office.

509 (R). At Manito, westward trains to move over C. M. St. P. & P. track will, after passing station whistling post, sound one long, one short and one long blasts of engine whistle. If junction switch is opened and proceed signal is given by switch tender and engineman of train to use the route can see the junction switch is properly set, such train may proceed onto C. M. St. P. & P. track at restricted speed without stopping for block signal 1437 displaying stop indication.

520. Enginemen finding an approach signal (Figure 501B) in restrictive position must immediately reduce speed and be prepared to stop before reaching the next signal.

521. If an automatic block signal fails to show its most restrictive indication when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication

and report must be sent to the superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

521 (A). If an automatic block signal fails to show its most restrictive indication when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the superintendent by wire.

673 (R). To indicate the route to be used through interlocking, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds).

At N. P. Crossing, Spokane:

For Spokane Union Station.....	o	o	o
For old yard.....	o	o	o o
For East Spokane.....	o	o	o o
For N. P. transfer.....	o	o	o
For S. C. & P. transfer.....	—	—	—

701 (A). Each employe governed by Hours of Service Law must notify superior officer of the time the law requires him to be off duty early enough that he may be relieved, if necessary, before exceeding the hours of service permitted by law.

701 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216, "Conductor's Car and Tonnage Report".

	For each empty or loaded car weighing less than 40,000 pounds. (Including light wt. of car)	For each empty or loaded car weighing between 40,000 and 50,000 pounds. (Including light wt. of car)
Spokane and Tekoa	3000 lbs.	
Tekoa and Ayer	3000 "	
Tucannon and Pendleton	3000 "	
Starbuck to Pomeroy	3000 "	
Turner and Bolles	3000 "	
Connell to LaCrosse	3000 "	
Colfax to Moscow	3000 "	
Tekoa and Burke	3000 "	
All Others	6000 "	3000 lbs.

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

	Limit
Umatilla to Manito, via Ayer, Marengo and Spokane	No Limit
Between Riparia and Tucannon	170,000 lbs.
Between Hooper Jct. and Connell	170,000 "
All others	200,000 "

711 (R). Passengers may be carried on freight trains between stations at which the trains stop, as follows:

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

Employes with trip passes when traveling on company business.

Passengers with revenue tickets when presented for passage on:

Trains	Between Stations
251	Spokane and Umatilla.
252	Umatilla and Wallula.
252	Ayer and Spokane.
365-366	Dayton and Walla Walla.

Continued on page 10.

Passengers must not be loaded on freight trains until work is completed and train ready to leave.

Agents and conductors must notify passengers that local freight or mixed trains will stop with caboose opposite platform for them to get on or off.

728 (A). Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light by night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one mile distant beyond the red signals. On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the engineman in accordance with Rule 14(g). In territory prescribed by the superintendent, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.

801 (A). Jordan spreaders, or other spreaders of that class, when handled in freight trains, must be headed in the direction train is moving. When handled in work train service, the wings must be thoroughly secured.

Work trains unloading ballast in double track, must stop when a train is passing on the opposite track.

801 (B). Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

802 (A). Cars must not be left on, nor foul of, what are known as "Lead Tracks" in the various yards when it can be avoided. When it is necessary to do so, the yardmaster, agent, or operator, must be immediately advised and he will notify trains entering or leaving the yard. This does not relieve trainmen, yardmen, or enginemen, from proper observance of yard rules, and they will be held strictly accountable for yard accidents on lead tracks, as well as on any other track in yard, whether such notice is received or not.

802 (R). When storing cars at stations or on sidings, all cars except flat cars and cars of all steel construction, must be separated into cuts of 10 cars each 100 feet apart and must not be placed alongside of warehouses or other wooden buildings when it can be avoided. Cars spotted on tracks other than warehouse tracks must clear street line of public crossings not less than 100 feet. If possible when a train is parted to clear a public crossing or is standing near such crossing, a clear space of 100 feet will be left on each side of crossing.

On Washington Division cars may be placed for loading and storage on all industrial tracks and all sidings equipped with derails, except sidings between Umatilla and Spokane on Sixth Subdivision and sidings between Spokane and Darknell.

805 (A). Snow plows must not be operated through drifts when trains are seen approaching or are passing on an adjacent track. Flangers must be raised when passing over bridges, highway crossings, railroad crossings, frogs and switches, and through interlocking limits.

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

805 (B). Dead engines, disabled engines, or engines with one or more rods taken down must not be hauled in fast freight trains when it is possible to avoid it.

With side rods or main rods down a speed of fifteen miles an hour must not be exceeded.

With side rods and main rods in place the maximum speed may be increased to twenty-five miles an hour unless otherwise restricted.

Geared engines of the Shay, Climax, Heisler and similar types, when not in gear, may be handled at whatever speed is permitted for freight trains over the district upon which being handled, unless waybill specifies a lower speed, or attendant in charge requests in writing a lower speed.

805 (C). Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Between points where separate trains are operated for freight service only, cars containing explosives must not be handled in a train that carries passengers. (BE 676).

Between points where only mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a freight shipment of explosives, or a tank car placarded "Inflammable" may (unless otherwise instructed) be hauled, but such cars must not be placed next to a car carrying passengers. (BE 676).

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must not be nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, or other cars carrying passengers, if the length of the train will permit. (BE 677-a).

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, motor car, caboose or other cars carrying passengers, when placing them near the middle of the train would require additional switching at way stations. (BE 677-b).

Cars placarded "Explosives" must have hand and air brakes in service and must not be placed next to cars placarded "Inflammable" or "Corrosive Liquid", nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns, or occupied by attendants. (BE 676-677c-677d).

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive, motor car, caboose, or other cars carrying passengers. (BE 677-e).

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

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains. (BE 675).

BE numbers shown above refer to correspondingly numbered regulations of the Bureau of Explosives, Interstate Commerce Commission.

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

Drover cars, occupied or unoccupied;

Scale test cars;

Cars with emergency drawbars;

Outfit cars;

Emigrant movables (except steel underframe cars may be placed near head end when so requested by attendant in charge);

All wooden underframe cars;

Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars. (See Special Rules 805-E, 805-R and 805-S).

Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

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805 (D). Continued.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired;
- (b) When containing live stock or perishables, may be chained up in train and handled to first repair point;
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain, and has air and hand brakes operative. On ascending grades a trainman must ride the car.

805 (E). When not used on head end of train, helper engine must be cut in ahead of caboose, and when there are wooden underframe cars or drover cars on the rear end, the helper engine must be cut in ahead of them.

805 (R). Engines must not be double-headed over Snake River Bridge 17.23 at Riparia.

805 (S). Engines equipped with pilot plow which requires extension of drawbar, must not be used as helpers unless placed at head end of train.

806 (A). Before occupied outfit cars or drover cars are coupled into, the occupants must be notified.

811 (A). The use of alcohol or oil lamps or other heating devices not a part of car equipment, by passengers or employes in passenger train cars, is strictly prohibited under all circumstances.

812 (A). When a break-in-two occurs, after the train is again together and ready to move, trainmen must make inspection as the train pulls by them, looking for possible draft rigging and coupler defects and at first stop they should carefully inspect entire train.

812 (B). Trains setting out cars account hot box will remove packing from box which was running hot. Brasses and oil soaked waste removed from cars on road must be retained and exchanged for new, leaving old waste in bucket, and brasses on caboose platform.

812 (C). When necessary to remove keys from brake heads, or when working on brake rigging, cut-out cock in branch pipe must be closed and reservoirs bled. Where cut-out cock is located in cylinder pipe, the latter only need be closed. All keys must be replaced before brakes are cut in, to avoid personal injury.

812 (D). Conductors must report by wire to superintendent and trainmaster from first open telegraph office where train stops, cases of brakes sticking, giving car numbers and initials.

812 (E). White bands painted on telegraph or signal line poles indicate car length distance from switch of siding as follows: One band, 45 cars; two bands, 60 cars; three bands, 75 cars; four bands, 100 cars.

812 (R). In addition to making inspection of train as often as practicable as per Transportation Rule 812 and Air Brake Rule 1059(A), all freight trains must stop and be given walking inspection by train crews at following points:

Simmons	—Eastward and Westward;
Marengo	—Eastward and Westward.

No. 252 or its extra will not stop and be given walking inspection by train crews between Wallula and Ayer.

When freight trains meet Nos. 11 or 12 or let Nos. 11 or 12 by at Ash, Page, or Scott or stop to take water at Walker Pit or Page, inspection may be made at those points instead of Simmons.

Trains handling loaded ballast cars out of Walker Pit must make walking inspection of their train at Scott or Simmons.

818 (A). Enginemen on passenger and freight trains, when making maximum speed, must make application of air brakes approaching curves and on heavy curves keep brake applied sufficient length of time around curve to steady train.

This is modified to the extent that on passenger trains, in order to avoid surging or rough riding of cars on curves, where operating conditions will permit, speed of train will be controlled so that brakes will be released while train is passing around curves, and where conditions will permit, the train should be pulled around curves with brakes released.

853 (A). Stockmen must be given an opportunity to board cabooses and drover cars without necessity of doing so while trains are in motion.

854 (A). In freight train service, head brakeman is not permitted to ride in caboose regardless of number of cars in train. This does not apply to mixed trains.

854 (B). Train and enginemen must not wash up or change clothes while on duty going into terminals. They must be ready to handle any emergency which might arise, and washing up and changing clothes must not be started until after the train has been tied up or they are relieved from duty.

873 (A). Trainmen must use every effort to keep unauthorized persons off their train, and when unable to do so peaceably, chief dispatcher must be notified by wire so that officers may be called to assist.

881 (A). When passenger train cannot be properly heated, wire report thereof must be made to superintendent.

During snow storms or extremely cold weather, engine must not be detached from passenger train if it can be avoided; if it becomes necessary to do so, or if train is separated for any reason, trainmen and enginemen must exercise care, drain steam line and disconnect steam hose between cars, if necessary, to prevent freezing.

Engine or detached portions of train must be recoupled and steam line again connected as quickly as possible to avoid discomfort to passengers.

882 (A). Gate at front end of first coach next to baggage or mail cars must be closed at all times in order to prevent possibility of personal injury to passengers account buffers between these two cars not being protected by curtains.

When occupied passenger equipment is standing uncoupled, open ends of cars must be protected by closed gates. Also, rear gate must be closed on moving trains.

The vestibule curtains must be drawn across the diaphragms on dead-head and active passenger equipment while being handled in passenger, mail and express trains.

882 (B). As a precaution against personal injuries to passengers, trainmen will use the words "Please Watch Your Step", when passengers are boarding or alighting from train.

920 (A). Enginemen must see that engine is supplied with twelve torpedoes and not less than three red fuses.

922 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

923 (A). Due to the extremely high temperatures developed in cylinders, superheated locomotives cannot be drifted with tightly closed throttle without serious damage to lubrication, cylinder packing, rod packing, building up carbon deposits, and seriously injuring the service of the engine. It is therefore necessary to keep a certain amount of steam in the cylinders of superheated engines while they are moving.

The following rules must be observed on all superheated engines:

On all drifting grades the main throttle of all engines must be partly open or cracked a sufficient amount to prevent a vacuum in the cylinders. Mallet engines when descending heavy grades may be drifted with closed throttles after moving a sufficient distance with the drifting throttle to permit cylinders to cool below the flash point of the oil.

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In approaching a stop, a small amount of steam should also be worked through the cylinders. The throttle should never be entirely closed but the pressure gradually reduced with the throttle until freight engines are down to approximately 4 miles an hour when throttle should be closed. On engines in passenger train service, the throttle may be closed approximately one train length before the stop when this is necessary in order to make a satisfactory stop. However, it is permissible when conditions are favorable, such as working slowly to a stop up heavy grades, to work steam to an entire stop.

While drifting, the reverse lever should be in the highest cut-off consistent with proper cushioning of the moving parts.

On engines approaching or stopping at passenger stations and working a light throttle, the reverse lever should be moved towards the corner sufficiently so that the engine will drift smoothly and without pounding in the rods and boxes; the drifting pressure can be controlled in this way with the reverse lever as well as with throttle. These rules do not apply to emergency stops.

Mallet engines must not be cut into simple except to assist in starting train.

929 (A). Enginemen on freight engines which are equipped with smoke deflectors, must test deflectors before entering tunnels and if it is found they are inoperative by air pressure, train must be stopped, and deflectors raised by hand. Such cases of inoperative deflectors must be reported to superintendent and master mechanic by wire from first open telegraph office at which stop is made, and in addition thereto, must be reported on arrival at terminal.

932 (R). 700 class and heavier engines (except 1733-1741 inclusive) must not go on the following tracks:

East Spokane	—New industry track, except that Engines 710-719 may operate on this track;
Tekoa	—East switch elevator track; McGoldrick Lumber Company spur;
Walla Walla	—Eureka mill track; Rose Street cross-over, except that Engines 705-6-7 may operate on this track; 730 class engines may operate on this track to east side of Rose Street only; Pacific Fruit spur; Gardners' Association track, except that Engines 705-6-7 may operate on this track; Cannery spur, except that 730 class engines may operate on this track in front of cannery; Garden City Mill track; Jones Scott bunker track;
Walry	—Walla Walla Valley Railway Yellowhawk Branch;
Yakima	—East of Cherry Street; when switching with this class engine between Walnut and Cherry Streets, engine will hold onto sufficient cars to make it unnecessary to put engine through lead tracks connecting with the Seattle main;
Sunnyside	—Trailing point movement only through east switch run-around track, at N. P. Transfer.

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

Spokane	—Loop 4 track, West yard; Spokane Flour Mill trestle and Centennial Mill scale, Old Yard;
Riparia	—Depressed ice track;
Walla Walla	—Switches at east end of tracks 2 and 3; Northern Pacific transfer track; All industry tracks; West leg of wye, except that Mikado class engines may head around west leg of wye from the passenger station;
Kennewick	—Wye track.

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

Hooper Jct.	—West leg of wye;
Walker Pit	—On cross-over and curve, east end of Pit track;
Walla Walla	—West leg of wye.

Engines must not be placed on or moved over the high-line ore bins of the Hecla Mining Company at Gem nor the Bunker Hill & Sullivan overhead scale at Kellogg.

AIR BRAKES

1014 (R). Engines in freight or mixed train service will carry 90 pounds air brake pipe pressure on the Sierra Nevada Spur, between Wallace and Burke and on descending grades between Crest and Colfax, Starbuck and Bolles, Barrett and Weston, Lovell and Chatcolet.

Engines in passenger service between Spokane and Pendleton, Moscow and Ayer and Lewiston and Ayer will carry main line standard air brake pipe pressure.

Engines in passenger service between Tekoa and Wallace will carry standard branch line air brake pipe pressure.

1044 (R). Road train brake test as prescribed in Rule 1044(A) of Operating Rules Governing Air Brakes effective December 1, 1925, must be made on all freight trains before descending grade Weston to Barrett, Alto to Starbuck, Crest to Colfax, Watt to Chatcolet, Burke to Wallace, Sierra Nevada Mine to Bradley, and this test must also be made at intermediate points on these grades either ascending or descending, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned or train has been standing for 30 minutes or more.

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

1048 (B). On freight and passenger trains when undesired quick or emergency action of brakes has occurred on service reduction, thereafter, before starting service reductions, enginemen will place brake valve in release position for two seconds then in running position for one second then in service position for the reduction. This to insure all triple valves being in release position at the time service reduction starts thereby tending to avoid quick action of the brakes when making service reduction.

1050 (G). Locomotive and tender brakes on engines helping or pushing trains will be operated in conjunction with the train brake.

1051 (R). Running test as prescribed in Rules 1051 and 1051(A) of Operating Rules Governing Air Brakes effective December 1, 1925, must be made before descending grades as follows:

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

1051 (S). At Spokane Union Station passenger trains will make running air test only after leaving the elevated structure.

1060 (B). Trainmen must know condition of hand brakes on freight cars that have air brakes cut out.

1063 (B). That portion of Rule 1063(A) of "Operating Rules and Instructions Governing Air Brakes", reading as follows:

"If the train has not more than 8 cars, release brakes so that they will be about off when the stop is completed, this being called 'pre-release'.

With longer trains hold the brakes applied until stopped."

is modified as follows:

"If the train has not more than 12 cars and stop is being made except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called 'pre-release'. With longer trains hold the brakes applied until stopped."

1064 (B). Rule 1064(A) of "Operating Rules and Instructions Governing Air Brakes" is amended as follows:

"After release of brakes, do not try to start train until ample time has been allowed for all brakes to release."

"Keep engine at very slow and uniform speed for three car lengths, as less distance may not have started entire train; except in starting on heavy descending grades move engine forward one or two feet and then by use of engine brakes stop the engine a sufficient length of time for slack to run gently and start entire train. If first movement fails to run slack sufficiently to start entire train, repeat this movement until entire train is started."

1066 (B). Freight trains consisting of more than twenty-five cars will cut off engine to take fuel, water or sand when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot.

1077 (R). Retaining valves must be used on descending grades as follows:

BRANCHES	PASSENGER TRAINS	FREIGHT TRAINS
Spokane-Tekoa.....	.....	Mica and Chester.
Spokane-Tekoa.....	.....	Darknell and Rockford.
Tekoa-Ayer.....	Crest and Colfax.....	Crest and Colfax.
Tekoa-Ayer.....	.....	Jerita and Hay.
Tucannon-Pendleton.....	Alto and Relief.....	Alto and Starbuck.
Tucannon-Pendleton.....	.....	Alto and Menoken.
Tucannon-Pendleton.....	Weston and Bade.....	Weston and Barrett.
Dayton.....	.....	Turner and Dayton.
Wallace.....	.....	Lovell and Chatcolet.
Wallace.....	Burke and Wallace.....	Burke and Wallace.
Sierra Nevada.....	Sierra Nevada Mine and Bradley..	Sierra Nevada Mine and Bradley.

On passenger trains, as indicated above, all retaining valves must be used.

Mixed train 78 need not use retaining valves Darknell to Rockford and Mica to Chester.

On freight trains descending grades Mica to Chester, Darknell to Rockford, Jerita to Hay, Alto to Menoken, Turner to Dayton, and between Lovell and Chatcolet, trains averaging not in excess of 50 gross tons to the car may be handled without retainers. The responsibility for use of retaining valves rests primarily with the engineman and he will direct as to their use. However, retaining valves must be used, if in the judgment of the conductor their use is necessary. On trains averaging in excess of 50 gross tons per car, one-half of the retaining valves will be used consecutively from the head end of the train.

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

On freight trains, trainmen will patrol top of train where retainers are used.

1079 (R). In addition to making inspection of train as often as practicable as per Rule 812, freight trains must stop and remain standing ten minutes to allow wheels to cool, at the following points:

Relief —Eastward;
Blue Mountain or Bade—Eastward.

Mixed train No. 78 must stop five minutes at Bade for inspection and to allow wheels to cool.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of train, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains. Between stations for which no rating is shown maximum will apply.

TYPE OF ENGINE	NUMBERS (INCLUSIVE)	SPOKANE-UMATILLA						SPOKANE-TEKOA					
		Westward			Eastward			Westward				Eastward	
		Spokane to Ayer	Ayer to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer	Ayer to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Latah to Freeman	
MS 59 $\frac{23-23}{30}$ 472	3500 to 3564 3705 3803 to 3805	6000	6000	6000	6000	6000	6000						
MC 57 $\frac{26-41}{32}$ 464	3601 to 3613	6000	6000	6000	6000	6000	6000						
TTT 63 $\frac{29\frac{1}{2}}{30}$ 292	5400 to 5414	4000	5920	4800	4800	5920	4000						
MT 73 $\frac{29}{28}$ 230	7861 to 7869	2700	3700	3000	3000	3700	2700	1540	1000	1460	2120	1355	
MK 63 $\frac{26}{28}$ 214	2500 to 2531	2730	3750	3030	3030	3750	2730	1555	1010	1475	2140	1370	
MK 63 $\frac{26}{28}$ 211	2166 to 2171	2730	3750	3030	3030	3750	2730	1555	1010	1475	2140	1370	
MK 57 $\frac{23\frac{3}{4}}{30}$ 207	2100 to 2165	2700	3700	3000	3000	3700	2700	1540	1000	1460	2120	1355	
C 57 $\frac{22}{30}$ 190	730 to 768												
C 57 $\frac{22}{30}$ 179	725 to 729	2000	3000	2400	2400	3200	2000	1305	825	1240	1800	1150	
P 77 $\frac{25}{28}$ 178	3226 to 3227												
P 77 $\frac{25}{28}$ 167	3218 to 3225	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	
T 63 $\frac{22}{28}$ 162	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970	
T 69 $\frac{22}{28}$ 161	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	
P 77 $\frac{22}{28}$ 149	3200 to 3217	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	
T 64 $\frac{22}{26}$ 145	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	
T 57 $\frac{20}{26}$ 126	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780	
T 57 $\frac{20}{26}$ 119	1733 to 1735	1290	1840	1420	1420	1935	1290	840	515	800	1160	740	

EXPLANATION

"P"—Pacific
"T"—Ten Wheel

"C"—Consolidation
"MK"—Mikado

"MS"—Mallet Simple
"MC"—Mallet Compound

"TTT"—Two-Ten-Two
"MT"—Mountain

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 22
inch diameter and 30 inch stroke, and weighing 187,000 pounds on drivers:

C 57 $\frac{22}{30}$ 187

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