

UNION PACIFIC RAILROAD COMPANY
Northwestern District

Washington Division

**Special
Instructions
No. 5**

**Effective Saturday,
December 1, 1945**

Superseding Special Rules No. 4

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

J. G. KIMMELL, Superintendent
L. A. COLLINS, General Superintendent
M. C. WILLIAMS, General Manager

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

Safety Agents	Traveling Firemen
Trainmasters	Station Agents
Assistant Trainmasters	Operators
Traveling Conductors	Assistant Yardmasters
Road Foremen of Engines	Outside Hostler Helpers

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

27 (R). Switch lights will not be used on:
 Tekoa-Ayer Branch, between Colfax and Winona via Seltice
 Tucannon-Pendleton Branch, except main track switches in Walla Walla yard
 Pomeroy Branch
 Dayton Branch
 Sierra Nevada Branch
 Connell Branch
 Wallace Branch

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

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

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

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

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

Walla Walla—	all trains;
Wallula	—all trains;
Ayer	—all trains;
Spokane	—all westward trains originating at West Spokane.

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

W. D. Jet.	—westward N. P. trains;
Attalia	—all trains;
N. P. Crossing, Spokane	—all eastward S. I. trains;
Tucannon	—all trains;
Bolles	—all trains;
Midvale	—all trains;
Turner	—all westward trains.

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

Hooper Jet.	—all trains;
Starbuck	—all trains;
La Crosse	—all trains;
Sunnyside	—all eastward trains;
Connell	—all eastward trains;
Moscow	—all westward trains;
Burke	—all eastward trains.

83 (R).—Continued.

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

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

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

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

N. P. Crossing, Spokane—	All first class trains;
Marengo	—Nos. 3, 4, 11 and 12;
Hooper Jet.	—All trains Sixth Subdivision;
Ayer	—All first class trains;
Manito	—All trains.

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

At Zillah, only first class trains will register.

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

Westward Sixth Subdivision trains and engines may move Attalia to Wallula against or ahead of Trains 81 and 82 when automatic interlocking signal at Attalia displays Proceed indication.

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

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

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

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

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

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

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

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

98 (R). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Umatilla. (M.P. 183.9)	Oregon Division.		See Special Instruction 98 (S).
Ayer. (M.P. 264.0)	Sixth Subdivision and Tekoa-Ayer Branch.		See Special Instruction 98 (T).
Marengo. (M.P. 306.4)	C.M.St.P. & P.		See Special Instruction 98 (U).
Manito. (M.P. 143.4)	C.M.St.P. & P.		See Special Instruction 98 (V).
Farmington. (M.P. 103.2)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Garfield. (M.P. 95.3)	N. P.	U. P.	Stop signs.
Colfax. (M.P. 77.1)	G. N.	U. P.	Gate and automatic interlocking signals. Gate set normally against G. N.
Oakesdale. (M.P. 39.75)	G. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.73)	N. P.	N. P.	Stop signs.
Thornton. (M.P. 30.67)	G. N.	U. P.	Gate.
Riparia. (M.P. 17.3)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Walla Walla. (M.P. 47.9)	N. P.	U. P.	Stop signs.
Walla Walla. (M.P. 47.3)	W. W. V.	U. P.	Gate.
Langdon. (M.P. 44.2)	W. W. V.	U. P.	Gate.
Milton. (M.P. 37.0)	W. W. V.	U. P.	Gate.
W. D. Jet. (M.P. 0.53)	N. P.		Automatic block signals.
Villard. (M.P. 7.3)	N. P.	N. P.	Stop signs.
Auker. (M.P. 28.9)	W. W. V.	U. P.	Gate.

98 (R). Continued.

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

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

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

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

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

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

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

(Amended by Supt's Bulletin No. 20, Feb. 5, 1946)
98(V) "At Manito, stop signs for eastward trains have been placed at right hand side of U.P. main track and at right hand side of C.M.St.P. & P. main track 243 feet west of junction switch.

"Eastward trains must stop before passing stop signs and may then proceed if no conflicting movement is evident.

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

98. JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Umatilla. (M.P. 183.9)	Oregon Division.		See Special Instruction 98 (S).
Ayer. (M.P. 264.0)	Sixth Subdivi- sion and Tekoa-Ayer Branch.		See Special Instruction 98 (T).
Marengo. (M.P. 306.4)	C.M.St.P. & P.		See Special Instruction 98 (U).
Manito. (M.P. 143.4)	C.M.St.P. & P.		See Special Instruction 98 (V).
Farmington. (M.P. 103.2)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Garfield. (M.P. 95.3)	N. P.	U. P.	Stop signs.
Colfax. (M.P. 77.1)	G. N.	U. P.	Gate and automatic inter- locking signals. Gate set normally against G. N.
Oakesdale. (M.P. 39.75)	G. N.	U. P.	Stop signs.
Oakesdale. (M.P. 39.73)	N. P.	N. P.	Stop signs.
Thornton. (M.P. 30.67)	G. N.	U. P.	Gate.
Riparia. (M.P. 17.3)	N. P.	U. P., except that passenger trains have precedence over freight trains.	Gate set normally against N. P.
Walla Walla. (M.P. 47.9)	N. P.	U. P.	Stop signs.
Walla Walla. (M.P. 47.3)	W. W. V.	U. P.	Gate.
Langdon. (M.P. 44.2)	W. W. V.	U. P.	Gate.
Milton. (M.P. 37.0)	W. W. V.	U. P.	Gate.
W. D. Jct. (M.P. 0.53)	N. P.		Automatic block signals.
Villard. (M.P. 7.3)	N. P.	N. P.	Stop signs.
Auker. (M.P. 28.9)	W. W. V.	U. P.	Gate.

98 (R). Continued.

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

to Union Pacific main track, but engineer must see that junction switch is properly lined and that there is no conflicting movement.

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

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

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

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

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

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

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

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

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

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

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

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

Pomeroy (opposite water tank) (90 feet west of section house)	Derail will be set in 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)	
McAdam (500 feet west of west switch)	Derail will be set in derailing position only when cars are spotted to foul the main track, or when the warehouse track switches are set so as to permit loaders to drop cars west onto main track.
Wacota (500 feet west of west switch)	
Estes (500 feet west of west switch)	
Sulphur (500 feet west of west switch)	

104 (S).—Continued.

Wallace (M.P. 81.13)	Spring switch point set in derailing position at all times and must be changed for eastward movement.
Wallace (350 feet east of depot)	Derail will be set in derailing position only when passenger train is left standing on main track at the depot west of derail.
Gem (M.P. 84)	Derail will be set in derailing position only while switching is being done above it.
Burke (M.P. 86.3)	
Burke (M.P. 86.4)	Derail must be set in derailing position at all times.
Sierra Nevada Spur (300 feet east of refinery track switch)	Spring switch point must be set in derailing position at all times except when changed for descending movement.
Sierra Nevada Spur (west of No. 1 track switch at zinc plant)	Derail will be set in derailing position only when cars are left standing on main track above it.

105 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Note.—The designation "Psgr." includes passenger, mail and express trains and mixed trains without freight equipment.

The designation "Fr." includes freight trains, mixed trains with freight equipment and light engines with or without caboose.

When a freight engine is used in passenger service on branches the speed specified under "Fr." must not be exceeded.

Location	Maximum Speed Miles per Hour		Remarks
	Psgr.	Fr.	
At any point.	60	40	
At any point.	40	40	Motor trains and inspection bus cars.
At any point.	50		When caboose is handled in train consisting of passenger equipment. When lesser speeds for passenger trains are prescribed, such speeds will apply.
At any point.	55	40	With 3800 class engines.
At any point.	45	40	With 2-10-2 type engines.
At any point.	50	40	With MacArthur type engines with 63-inch drivers.
At any point.	35	35	With MacArthur type engines with 57-inch drivers.
At any point.	35	35	With 3500 class Mallet, Consolidation, and Ten Wheeler type engines.

OFFICE OF _____

BULLETIN ORDER.

Spokane, Wash., June 1,

46

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No. _____

Trainmen and Enginemen _____

19

To _____
All Washington Divn. Bulletin Order BooksTo be posted at _____
CMSTP&P Bulletin BoardsDepots: Tacoma, Deer Lodge, St. Maries,
Avery, Othello, Malden

Roundhouses: Spokane, St. Maries, Avery, Othello

Spokane International Bulletin Boards

Telegraph Office: Spokane

Roundhouse: Spokane

Northern Pacific Railway Bulletin Boards

Telegraph Office: Pasco

Washington Division Time Table No. 75 will become effective 12:01 A.M., Sunday, June 2nd, 1946. Those concerned will provide themselves with copy prior to effective date.

Rule 105 (R) in Washington Division Special Instructions No. 5 is cancelled, and speed restrictions as shown in new Washington Division Time Table No. 75 will govern, effective 12:01 A.M. June 2, 1946.

Posted _____ M _____ 1946

On tracks other than main tracks.	15	15	
Interlocking.	15	15	

Spokane.	15	15	Through train.
N. P. Crossing, Spokane.	15	10	Over slip switches.
Between N. P. Crossing and Mission Ave., Spokane.	12	12	Over street crossings on line through old yard.

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Location	per Hour		Remarks
	Psg.	Frt.	
At any point.	20	20	With 0-6-0 and 0-8-0 type yard engines.
At any point.	50	40	With C. M. St. P. & P. Class N-3-S engines.
At any point.		35	Light engines.
At any point.	20	20	Engines running backward.
Between West Spokane and N. P. Crossing.	20	20	Moving against current of traffic.
At any point.		25	Trains handling company roadway machines on their own wheels.
At any point.		25	With Rodger or Hart ballast cars loaded with gravel.
At any point.		35	Trains handling Fuller snow plow 0330.
At any point.		15	Jordan spreaders and other snow machines of spreader type, when in operation.
At any point.		20	Trains handling logs, unless cars are staked and wired in accordance with A. A. R. rules.
Through truss bridges.		6	
At any point. Main line.		30	Trains handling scale test car.
Branch lines.		25	
Within yard limits on Sixth Subdivision and between Spokane and Manito.	40	25	Speed must be as much slower as conditions require.
Within yard limits at any point except on Sixth Subdivision and between Spokane and Manito.	30	15	Speed must be as much slower as conditions require.
Through tunnels.	40	25	Speed must be as much slower as conditions require.
Using cross-overs and turn-outs.	15	15	
On tracks other than main tracks.	15	15	
Interlocking.	15	15	

Location	per Hour		
	Psg.	Frt.	
Railroad crossings where governed by automatic interlocking signals with non-operative approach signals.	15	15	Between the two home signals governing movement over the crossing.
On 3-degree curves.	50	40	
On 4-degree curves.	45	35	Figure on stake at beginning of curve indicates degree of curvature.
On 5 and 6-degree curves.	35	25	
On 7 and 8-degree curves.	30	20	
On curves of 7-degrees and over.	25	20	With 2-10-2 type engines.
On 9 and 10-degree curves.	25	20	
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, or when movement is over facing point switch.
Spokane.	15	15	Through Union Station limits.
Spokane.	10	10	Over slip switches, Union Station.
Sixth Subdivision. West Spokane.	8	8	On 16-degree curve west end of yard.
Over Bridge 367.13.	10	10	
Over Bridge 365.32.	25	15	
Cheney.	15	15	Over street crossings.
Over Bridge 271.70.	25	15	
N. P. Crossing (M.P. 212.6)	20	20	Eastward, between home signals governing movement over crossing.
N. P. Crossing (M.P. 212.0)			
Spokane-Tekoa Branch. Between Spokane and Manito.	60	35	
Between Manito and Tekoa.	50	30	
Spokane.	15	15	Through tunnel.
N. P. Crossing, Spokane.	15	10	Over slip switches.
Between N. P. Crossing and Mission Ave., Spokane.	12	12	Over street crossings on line through old yard.

105 (R).—Continued.

Location	Maximum Speed Miles per Hour		Remarks
	Psg.	Frt.	
Between N. P. Crossing and city limits, Spokane.	20	20	Over street crossings.
Between Chester and Mica.		25	On descending grade.
Fairfield.	6	6	Over street crossings.
Tekoa-Ayer Branch.			

Supt's Bulletin No. 31, March 21, 1946
supplements Rule 105 (R) as follows:

Maximum

Speed

Miles

per hour

Psg. Frt.

Remarks

Location
TEKOA-AYER BRANCH

Between Tekoa and Colfax 30 30

Over Snake River Bridge 17.23.	5	5	
Between Tucannon and Ayer.	35	25	
Tucannon-Pendleton Branch. At any point.	30	30	
Between Tucannon and Downing.	25	25	
Between Starbuck and Alto.	25	12	
Walla Walla.	12	12	Over street crossings.
Walla Walla.	8	8	West leg of wye.
Milton.	15	15	Over street crossings.
Between Walla Walla and Pendleton.	25	25	With MacArthur type engines.
Between Barrett and Downing.	15	15	On descending grade.
Athena.	15	15	Over street crossings.
Pendleton.	12	12	Over Thompson, Main and Aura Streets.
Pendleton.	20	20	Over other street crossings within city limits.

105 (R).—Continued.

Location	Maximum Speed Miles per Hour		Remarks
	Psg.	Frt.	
Yakima Branch. At any point.	45	30	
At any point.		15	With pile driver 0321.
Yakima.	6	6	Over Yakima Ave. and Walnut Street.
Yakima.	10	10	Over other street crossings.
Yakima River Bridge 89.35.	15	15	Through gauntlet track.
Zillah.	25	25	Over street crossings.
Granger.	30	30	Over street crossings.
Kennewick.	8	8	Over street crossings.
Wallula Branch. At any point.	35	30	
Within yard limits.		25	Trains 345, 346, 347 and 348.
Pomeroy Branch. At any point.	20	20	
Dayton Branch. Between Dayton and Bolles.	25	25	
Dayton.	15	15	Over street crossings west of Touchet River.
Dayton.	10	10	Over all other street crossings.
Between Turner and Dayton.	15	15	
Connell Branch. Between La Crosse and Hooper Jct.	35	30	
Between Hooper Jct. and Connell.	20	20	
Moscow Branch. At any point.	35	25	
Moscow.	12	12	Over street crossings.
Pullman.	6	6	Over street crossings.

Location	Maximum Speed Miles per Hour		Remarks
	Psg.	Frt.	
Between N. P. Crossing and city limits, Spokane.	20	20	Over street crossings.
Between Chester and Mica.		25	On descending grade.
Fairfield.	6	6	Over street crossings.
Tekoa-Ayer Branch. At any point.	50	30	
McGoldrick's Spur, Tekoa.		10	
Elberton.	25	25	Over street crossings.
Colfax.	12	12	On streets and over street crossings.
Between Crest and Colfax.	25	12	
Between Seltice and Winona via Thornton.	25	25	
St. John.	25	25	Over street crossings.
Over Snake River Bridge 17.23.	5	5	
Between Tucannon and Ayer.	35	25	
Tucannon-Pendleton Branch. At any point.	30	30	
Between Tucannon and Downing.	25	25	
Between Starbuck and Alto.	25	12	
Walla Walla.	12	12	Over street crossings.
Walla Walla.	8	8	West leg of wye.
Milton.	15	15	Over street crossings.
Between Walla Walla and Pendleton.	25	25	With MacArthur type engines.
Between Barrett and Downing.	15	15	On descending grade.
Athena.	15	15	Over street crossings.
Pendleton.	12	12	Over Thompson, Main and Aura Streets.
Pendleton.	20	20	Over other street crossings within city limits.

Location	Maximum Speed Miles per Hour		Remarks
	Psg.	Frt.	
Yakima Branch. At any point.	45	30	
At any point.		15	With pile driver 0321.
Yakima.	6	6	Over Yakima Ave. and Walnut Street.
Yakima.	10	10	Over other street crossings.
Yakima River Bridge 89.35.	15	15	Through gauntlet track.
Zillah.	25	25	Over street crossings.
Granger.	30	30	Over street crossings.
Kennewick.	8	8	Over street crossings.
Wallula Branch. At any point.	35	30	
Within yard limits.		25	Trains 345, 346, 347 and 348.
Pomeroy Branch. At any point.	20	20	
Dayton Branch. Between Dayton and Bolles.	25	25	
Dayton.	15	15	Over street crossings west of Touchet River.
Dayton.	10	10	Over all other street crossings.
Between Turner and Dayton.	15	15	
Connell Branch. Between La Crosse and Hooper Jct.	35	30	
Between Hooper Jct. and Connell.	20	20	
Moscow Branch. At any point.	35	25	
Moscow.	12	12	Over street crossings.
Pullman.	6	6	Over street crossings.

Location	Maximum Speed Miles per Hour		Remarks
	Psg.	Frt.	
Wallace Branch.			
Between Tekoa and Lovell.	50	30	
Between Lovell and Chatcolet.	35	20	
Between Chatcolet and Harrison.	40	25	
Between Harrison and Wallace.	50	30	
Wallace to Burke.	20	20	Westward.
Burke to Wallace.	20	10	Eastward.
Wallace.	6	6	Over street crossings.
Sierra Nevada Branch.			
At any point.	10	10	

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

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

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

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

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

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

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

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

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

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

At N. P. Crossing, Spokane:

For Spokane Union Station.... o o o
 For old yard..... o o o o
 For East Spokane..... o o o o
 For N. P. transfer..... o o o
 For G. N. transfer..... ——— ———

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

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

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

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

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

Employees of Union Pacific Railroad with annual pass when traveling on company business requiring use of freight trains;

Other persons with annual or trip pass only when endorsed "Good on Freight Trains";

Passengers holding revenue tickets with permit issued by superintendent;

Passengers with tickets on trains 365 and 366 between Dayton and Walla Walla.

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

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

Whenever placards or car certificates become detached or lost in transit, they must be replaced. If both car certificates are missing, proper inspection, in so far as possible, must be made and new car certificates applied. (BE 589-c)

Conductors must notify engineers of the presence and location in the train of cars containing explosives before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine, electric locomotive, or motor car, nor the eleventh car from the rear end caboose, if the length of the train will permit. Cars placarded "Explosives" in all cases must be not nearer than the second car from engine, electric locomotive, motor car, or caboose. Where helper engines or electric locomotives are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car. (BE 589-g)

Cars placarded "Explosives" may be placed in local freight trains, or mixed trains when authorized herein, not nearer than the second car from the engine,

Continued on page 8.

726 (R).—Continued.

electric locomotive, motor car, or a caboose in service, when placing them near the middle of the train would require additional switching at way stations. (BE 589-h)

Cars placarded "Explosives" must not be placed in through or local trains next to dead engines, placarded tank cars, wooden-frame flat or gondola cars; or carloads of pipe, lumber, poles, iron, steel, or similar lading which by shifting may break through end of car placarded "Explosives" due to rough handling; refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with live stock or poultry occupied by an attendant. (BE 589-i)

Cars placarded "Explosives" must not be placed in through or local trains next to cars which bear "Dangerous" placards, unless the remainder of the train consists only of such cars. (BE 589-j)

Placarded loaded 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 refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine, electric locomotive or motor car, or a caboose in service, and in local trains not nearer than the second car from engine, electric locomotive, motor car or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train. (BE 589-k)

When handling cars placarded "Explosives" in yards or on sidings, explosives cars must be coupled to engine, electric locomotive, or motor car, protected by a car between. (BE 589-l)

Cars containing dangerous explosives, class A, poison gases or liquids, class A, and tank cars requiring "Dangerous" placards must not be hauled in a passenger train. If freight train service is not operated such cars must be hauled in mixed trains. (BE 589-v)

Cars placarded "Explosives" must be so placed in yards or on sidings that they will be subject to as little handling as possible, and be removed from all danger of fire. Such cars must not be placed on tracks under bridges and should not be placed in or alongside passenger sheds or stations; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them. (BE 589-n)

When necessary to switch a train in which there are cars loaded with explosives, such cars should be set over before switching is commenced, and when switching completed, cars should be picked up and replaced in train. All moves with cars loaded with explosives must be made with air brakes cut in and operative and with hand brakes operative. Cars must be shoved to a stop, coupled carefully, and all unnecessary shocks avoided.

In mixed train service or where passengers are carried in a caboose car of a freight train, a car containing a shipment of dangerous explosives, class A, or poison gases or liquids, class A, or a tank car placarded "Dangerous" may be hauled but such cars must not be placed next to cars carrying passengers; and whenever it is practicable to do so cars placarded "Explosives" must be placed between cars not bearing "Dangerous" or "Poison Gas" placards. (BE 589-w)

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.

726 (S). Cars of poison gas, class A, accompanied by gas handlers, must not be cut off while in motion and must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be cut off and allowed to strike a car placarded "Poison Gas."

Cars of poison gas, class A, in drums, tanks or bombs, and car containing gas handlers' equipment if present must be placed in trains and must be kept at all times next to and ahead of car or cars occupied by gas handlers who will accompany such shipments to destination.

Cars of poison gas, class A, must not be placed in trains next to other cars placarded "Explosives" or "Dangerous."

Cars placarded both "Explosives" and "Poison Gas" must be placed in trains ahead of car or cars containing the gas handling crew and their equipment and the

position of the car in the train in so far as the "Explosives" placard is concerned is waived.

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

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

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

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

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

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

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

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

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

728 (S) Supt's Bulletin No. 36, April 20, 1946, modifies Rule 728 (R), Washington Division Special Instructions No. 5, as follows:

"With reference to Rule 728 (R), Washington Division Special Instructions No. 5, that portion of rule reading, "Between Hooper Jct. and Connell --170,000 lbs." should read 200,000 lbs. instead of 170,000 lbs."

than 100,000 pounds gross.

800 (R). Snow plow and spreader flangers must be raised when passing over bridges, highway crossings, railroad crossings, frogs and switches and through interlocking limits.

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

- Drover cars, occupied or unoccupied;
- Wooden underframe cars;
- Scale test cars;
- Any car unsafe to be handled in head end of train;
- Cars with emergency couplers;
- Cars tagged "Handle Only at Rear End of Train";
- Outfit cars.

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

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

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

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

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

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

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

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

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

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

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

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

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

Umatilla to Manito, via Ayer, Marengo and Spokane—No limit.	
Between Riparia and Tucannon	—210,000 lbs.
Between Hooper Jct. and Connell	—170,000 lbs.
All other	—200,000 lbs.

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

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

800 (R). Snow plow and spreader flangers must be raised when passing over bridges, highway crossings, railroad crossings, frogs and switches and through interlocking limits.

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

- Drover cars, occupied or unoccupied;
- Wooden underframe cars;
- Scale test cars;
- Any car unsafe to be handled in head end of train;
- Cars with emergency couplers;
- Cars tagged "Handle Only at Rear End of Train";
- Outfit cars.

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

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

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

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

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

Continued on page 10.

802 (S).—Continued.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

812 (R). Supt's Bulletin No. 29, March 11, 1946, reads:

"Referring to Rule 812 (R), Washington Division Special Instructions No. 5.

"When making this inspection, it must be arranged so that entire train will pull by one member of train crew."

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

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

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

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

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

Spokane —McGoldrick log rollway;

Walla Walla —Switch-back curve leading to Libby, McNeil & Libby plant, except standard switch engines may go on this track;

Bradley —Empire State and Sweeney Mill scale tracks beyond a point 350 feet from switches connecting with Sierra Nevada spur, and cars also prohibited thereon;

Gem —Highline coal trestle or ore bins.

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

Tekoa —East switch elevator track, except engines 705 and 707 may operate on this track;

—McGoldrick Lumber Company spur, except engines 705 and 707 may operate on this track;

Walla Walla —Rose Street cross-over, except engines 705 and 707 may operate on this track;

—Gardeners' Association track, except engines 705 and 707 may operate on this track;

Supt's Bulletin No. 53, Sept. 3, 1946, modifies Special Rule 934(R) as follows:

"Referring to Rule 934(R), Washington Division Special Instructions No. 5, effective Saturday, December 1, 1945:

"Changes have been made so that MacArthur class engines may now use Standard Oil track at Wallace."

Supt's Bulletin No. 34, April 11, 1946, modifies Special Rule No. 934(R) as follows:

"Referring to Rule 934 (R), Washington Division Special Instructions No. 5, effective December 1, 1945:

"Tumalum Lumber track and machine unloading spur at Athena have now been relaid with heavy rail and entire track may be used by MacArthur engines."

Atchog
Wallace

—Sierra Nevada spur;
—Standard Oil;
—Coeur d'Alene Hardware.

802 (S).—Continued.

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

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

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

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

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

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

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

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

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

805 (S). Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of engine at rear, engine at rear must be done with

805 (T).

must be tested

After coupling

be known that

After coupling

is securely locked

When coupling

coupler must

impact of car

After cars

hole is visible

811 (P)

under the

812 (I)

or

Special Instructions No. 5.

"When making this inspection, it must be arranged so that entire train will pull by one member of train crew."

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

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

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

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

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

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

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

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

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

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

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

Spokane —Spokane Flour Mill trestle;
—Centennial Mill scale;
East Spokane—New industrial trackage;
Walla Walla —Switches at east end of tracks 2 and 3;
—Old N. P. transfer;
—All industry tracks;
—West leg of wye, except that 2100 class engines may head around from passenger station;
Milton —Mill track;
—Utah Cannery track;
—East end of Valley Feed track;
Athena —Tumalum Lumber spur;
Colfax —East leg of wye;
Kellogg —Sierra Nevada spur;
Wallace —Standard Oil;
—Coeur d'Alene Hardware.

Continued on page 11.

802 (S).—Continued.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

812 (R). Freight trains must stop and entire train must be inspected by train crew at Marengo, and at either Ash, Page, Simmons, Walker Pit or Scott.

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

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

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

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

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

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

Spokane —McGoldrick log rollway;

Walla Walla —Switch-back curve leading to Libby, McNeil & Libby plant, except standard switch engines may go on this track;

Bradley —Empire State and Sweeney Mill scale tracks beyond a point 350 feet from switches connecting with Sierra Nevada spur, and cars also prohibited thereon;

Gem —Highline coal trestle or ore bins.

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

Tekoa —East switch elevator track, except engines 705 and 707 may operate on this track;
—McGoldrick Lumber Company spur, except engines 705 and 707 may operate on this track;

Walla Walla —Rose Street cross-over, except engines 705 and 707 may operate on this track;
—Gardeners' Association track, except engines 705 and 707 may operate on this track;

**Supt's Bulletin No. 53, Sept. 3, 1946,
modifies Special Rule 934(R) as follows:**

**"Referring to Rule 934(R), Washington
Division Special Instructions No. 5,
effective Saturday, December 1, 1945:**

**"Changes have been made so that MacArthur
class engines may now use Standard Oil
track at Wallace."**

**Supt's Bulletin No. 34, April 11, 1946, modifies
Special Rule No. 934(R) as follows:**

**"Referring to Rule 934 (R), Washington Division
Special Instructions No. 5, effective December 1, 1945:
"Tumalum Lumber track and machine unloading spur at
and entire**

934 (R).—Continued.

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

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

AIR BRAKES

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

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

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

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

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

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

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

1042 (R). On passenger trains designated in Special Instruction 1035 (R), all retaining valves must be used.

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

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

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

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

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

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

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

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

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

TYPE OF ENGINE	NUMBERS (Inclusive)	SPOKANE AND UMATILLA													SPOKANE AND TEKOA					
		WESTWARD							EASTWARD						WESTWARD				EAST- WARD	
		Spokane to Geib	Geib to Ayer	Ayer to Page	Page to Humorist	Humorist to Wallula	Wallula to Umatilla	Umatilla to Riverview	Riverview to Wallula	Wallula to Humorist	Humorist to Ayer	Ayer to Geib	Geib to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Latah to Freeman		
C 57	$\frac{22}{30}$ 179 190	725 to 730 to	729 768	2300	4000	4000	3200	4000	2700	2700	3400	2700	3400	2300	4000	1305	825	1240	1800	1150
T 64	$\frac{22}{26}$ 145	1730 to 1731		1540	1540	2205	2205	2205	1690	1690	1690	1690	2315	1540	1540	1005	615	955	1385	890
T 57	$\frac{20}{26}$ 119	1733 to 1735		1290	1290	1840	1840	1840	1420	1420	1420	1420	1935	1290	1290	840	515	800	1160	740
T 57	$\frac{20}{26}$ 126	1737 to 1741		1360	1360	1940	1940	1940	1500	1500	1500	1500	2040	1360	1360	890	540	845	1225	780
T 69	$\frac{22}{28}$ 161	1742 to 1754		1540	1540	2205	2205	2205	1690	1690	1690	1690	2315	1540	1540	1005	615	955	1385	890
T 63	$\frac{22}{28}$ 162	1755 to 1760		1690	1690	2405	2405	2405	1850	1850	1850	1850	2530	1690	1690	1100	670	1045	1520	970
MacA 57	$\frac{23\frac{3}{4}}{30}$ 207	2100 to 2165		2500	5500	5500	3700	5500	4500	3000	5500	3000	4500	2700	5500	1540	1000	1460	2120	1355
MacA 63	$\frac{26}{28}$ 211 214	2166 to 2171 2500 to 2531		2550	5600	5600	3750	5600	3750	3030	5600	3030	4600	2730	6000	1555	1010	1475	2140	1370
P 77	$\frac{22}{28}$ 149	3200 to 3217		1380	1380	1970	1970	1970	1520	1520	1520	1520	2075	1380	1380	900	550	855	1245	795
P 77	$\frac{25}{28}$ 167 178	3218 to 3225 3226 to 3227		1785	1785	2545	2545	2545	1960	1960	1960	1960	2675	1785	1785	1165	710	1005	1605	1025
MS 59	$\frac{23-23}{30}$ 472	3500 to 3564 3705 3803 to 3805		5200	8000	8000	7500	8000	6000	6000	8000	6000	6000	5200	8000					
TTT 63	$\frac{29\frac{1}{2}}{30}$ 292	5400 to 5414		3550	7500	7500	5500	7500	4500	4500	7000	4500	7000	4000	7000					
MT 73	$\frac{29}{28}$ 230	7861 to 7869		2500	5500	5500	3700	5500	3700	3000	5500	3000	4500	2700	5500	1540	1000	1460	2120	1355

EXPLANATION

"P"—Pacific
"T"—Ten Wheeler

"C"—Consolidation
"MacA"—MacArthur

"MS"—Mallet Simple
"TTT"—Two-Ten-Two

"MT"—Mountain

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

C 57 $\frac{22}{30}$ 179

OFFICE OF

Superintendent

BULLETIN ORDER.

Total weight

No. 9

Spokane, Wash., January 1, 1946

To Trainmen and Enginemen

To be posted at All Washington Division Bulletin Order Books

TYPE OF ENGINE

C 57	$\frac{22}{30}$	179 190
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T 64	$\frac{22}{26}$	145
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T 57	$\frac{20}{26}$	119
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T 57	$\frac{20}{26}$	126
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T 69	$\frac{22}{28}$	161
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T 63	$\frac{22}{28}$	162
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MacA 57	$\frac{23\frac{3}{4}}{30}$	207
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MacA 63	$\frac{26}{28}$	211 214
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P 77	$\frac{22}{28}$	149
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P 77	$\frac{25}{28}$	167 178
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MS 59	$\frac{23-23}{30}$	472
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TTT 63	$\frac{29\frac{1}{2}}{30}$	292
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MT 73	$\frac{29}{28}$	230
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Rating of engines in freight service as shown on

Page 12 of Washington Division Special Instructions

No. 5 are changed as follows:

Engine Numbers	Wallula to Riverview	Riverview to Umatilla
2100 to 2165	3200	5500
2166 to 2171	3250	5600
2500 to 2531	3250	5600
7861 to 7869	3200	5500

3218 to 3225 3226 to 3227	1785	1785	2545	2545	2545	1960	1960	1960	1960	2675	1785	1785	1165	710	1005	1605	1025
3500 to 3564 3705 3803 to 3805	5200	8000	8000	7500	8000	6000	6000	8000	6000	6000	5200	8000					
5400 to 5414	3550	7500	7500	5500	7500	4500	4500	7000	4500	7000	4000	7000					
7861 to 7869	2500	5500	5500	3700	5500	3700	3000	5500	3000	4500	2700	5500	1540	1000	1460	2120	1355

EXPLANATION

"P"—Pacific
"T"—Ten Wheeler

"C"—Consolidation
"MacA"—MacArthur

"MS"—Mallet Simple
"TTT"—Two-Ten-Two

"MT"—Mountain

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

C 57	$\frac{22}{30}$	179
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