

further movement must be preceded by a member of the crew when it can be safely done.

808 (U). Except in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

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

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

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

Union Pacific Railroad Company

Northwestern District



YAKIMA VALLEY TRANSPORTATION
COMPANY

**EFFECTIVE JULY 28, 1974
AT 12:01 A.M. PACIFIC TIME**



**Make
Your Move
Safely**
**TIMETABLE AND SPECIAL
INSTRUCTIONS NO. 1**
FOR EMPLOYEES ONLY

L. A. KIRKEBY, Superintendent Albina, OR.
 A. R. Brown, Assistant Superintendent Spokane, WA.
 M. S. Barkdull, Trainmaster Spokane, WA.
 J. L. Price, Manager Yakima, WA.
 J. C. Ladd,
 Asst. Trainmaster/Road Foreman of Engines . . . Spokane, WA.
 L. D. Ems, Chief Engineer Albina, OR.
 T. R. King, General Roadmaster Spokane, WA.
 C. A. McKenzie Hinkle, OR.
 R. E. Schroder, Superintendent of Safety Albina, OR.
 F. H. Cavallo, Chief Dispatcher Albina, OR.
 R. L. Warner, Mechanical Superintendent West Albina, OR.
 D. K. Bies, Gen. Supt. of Transp. Portland, OR.

Rule 6(A)

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

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1' 10"	51.4	2'	30.
1' 11"	50.7	2' 15"	26.6
1' 12"	50.	2' 30"	24.
1' 15"	48.	2' 45"	21.8
1' 20"	45.	3'	20.
1' 25"	42.3	3' 30"	17.1
1' 30"	40.	4'	15.
1' 35"	37.9	5'	12.
1' 40"	36.	6'	10.
1' 45"	34.3	7'	8.6
1' 50"	32.7	8'	7.5
1' 55"	31.3	10'	6.

WESTWARD	Timetable No. 1	EASTWARD	
		Mile Post	Rule 6 A
	STATION		
	YAKIMA	0.0	YL
	4.5		
	CONGOON	4.5	YL
	0.1		
	WIDEHOLLOW JCT.	4.6	YL
	1.1		
	WESTBROOK	5.7	YL
	1.0		
	PIEDMONT	6.7	YL
	0.3		
	HARWOOD	7.0	YL
	2.7		
	HENRYBRO	9.7	YL

Other trackage not shown in Time Table.

- Selah Spur: M.P. 0.3 to Selah, distance 4.8 miles.
- Wiley Spur: Widehollow Jct. to Wiley, distance 4.7 miles.
- Orchard Spur: Eastman (Nobhill Blvd. and 48th Ave.) to Orchard, distance 1.2 miles.

Yard Limits from Yakima are continuous to Henrybro (end of track) and on all spur tracks. Train movements will be made in accordance with Rule 93 of "The Consolidated Code of Operating Rules."

SPEED RESTRICTIONS	
Location	MPH
Maximum Speed	20
6th Avenue between Pine & Walnut Streets	5
City Streets Yakima	12

SPECIAL INSTRUCTIONS

Yakima Valley Transportation Company will operate in accordance with operating rules as outlined in "The Consolidated Code of Operating Rules," Edition of 1967.

Following rules are also in effect on Yakima Valley Transportation Company for employees whose duties are affected:

"Union Pacific Railroad Company and Spokane International Railroad Company, Maintenance of Way and Signal Rules" effective May 1, 1972.

Form 7170 "Union Pacific Railroad Company-Spokane International Railroad Company; Rules and Instructions Governing Operation of Air Brakes, Communicating Signal System, Electric Headlights, Heating, Air Conditioning, Water Systems and Lighting."

Form 7908 "Union Pacific Railroad Company, Safety Instructions Effective July 1, 1954."

Trains will not operate on Yakima City streets during the following time periods Mondays thru Fridays:

Location	Hours Trains Prohibited
West of 6th Ave.	1:00AM to 1:00PM 4:30PM to 6:00PM
On 6th Ave.	1:00AM to 12 Noon 4:30PM to 6:00PM

Within the City Limits of Yakima the following will govern: All trains and on track equipment shall obey traffic signals at intersecting streets, and shall be preceded by a flagman at intersections which are protected by stop signs. During non daylight hours, the engine of all trains shall be lighted on all sides, and the last car of each train shall have affixed at each side of the trailing end, a flashing red light visible from the rear and respective sides of the train or cut of cars.

Engine Whistle Signals

15 (R). In addition to locations listed in Operating Rule 15 (1), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

Tri Radial Lights

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

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

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

Safety Precautions

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

Switching Operations

808 (T). Movements into spur tracks must be controlled to prevent damage at end of spur. When shoving cars into a spur track; movement must be stopped 150 feet from end of spur and