

Union Pacific Railroad Company



NORTHWESTERN DISTRICT

TIME-TABLE No. 2



Effective 12:01 A.M. September 12, 1976

Mountain Time East of La Grande, Oregon
Pacific Time La Grande, Oregon and West

For the "We Can Handle It" People

T. P. ROGERS
General Manager

J. BOWEN
General Supt. Transportation

R. E. IRION
General Superintendent

Union Pacific Operating Rules govern on the following:
Idaho Division

Oregon Division—First, Second, Third and Fourth Subdivisions,
Condon, Heppner, Pilot Rock, Joseph and Umatilla Branches.

Consolidated Code of Operating Rules govern on the following:

Oregon Division—Fifth and Sixth Subdivisions, S.I.R.R.
Olympia, Grays Harbor, Yakima, Sunnyside, Tekoa, Pleasant
Valley, Wallula, Moscow, Connell, Tucannon-Pomeroy, Pendle-
ton, Dayton, Wallace, Sierra Nevada and Coeur d'Alene
Branches.

Radio Procedure

12 (S). When radio communication is used to authorize a train or engine to proceed through the limits of a Form Y train order the engineer of the train and the employe in charge named in the Form Y train order must use the following radio procedure:

"U.P. General Foreman A. B. Smith calling Engineer U.P. Extra 3900 West."

"Engineer U.P. Extra 3900 West to Smith. Go ahead."

"General Foreman Smith to Engineer U.P. Extra 3900 West. I am in charge of work between M.P. 107 and M.P. 109 Train Order No. 45. Men and machines are clear. You may proceed through the limits of Order No. 45 at (. MPH repeat MPH) (Normal Speed). Acknowledge."

"Engineer Extra 3900 West. I may proceed through limits of Order No. 45 at (. MPH) (Normal Speed). Acknowledged. Extra 3900 West Out."

99 (T). When radio communication is used to restore a track to service prior to expiration of the protecting order the employe in charge and subordinates in charge of elements of the work force must use the following radio procedure:

"U.P. General Foreman A. B. Smith calling Foreman Robert Jones."

"Robert Jones to Smith—go ahead."

"Jones advise when men and machines are clear of westward main track."

"Jones to Smith—men and machines are clear of westward main track."

"Smith to Jones—Keep men and machines clear. I will release westward main track for service immediately. Do you understand?"

"Jones to Smith—Acknowledged. I understand."

(Procedure to be repeated to each employee responsible for any element of work force). **TRACK MUST NOT BE RELEASED FOR SERVICE UNTIL ALL RESPONSIBLE PERSONS HAVE CONFIRMED THEIR UNDERSTANDING.**

Standard clocks are located as shown below:

NORTHWESTERN DISTRICT

Boise Freight	Yard Office	Bend (Joint)	B.N. Inc. Telegraph Office
Burns	Telegraph Office	Bonnors Ferry	Telegraph Office
Emmett	Telegraph Office	Centralia (Joint)	B.N. Inc. Tel. Office
Glenns Ferry	Telegraph Office	Eastport	Telegraph Office
Huntington	Telegraph Office	Hinkle	Enginemen's Register Room
Idaho Falls	Telegraph Office	Hinkle	Yard Office
Idaho Falls	Switchmen's Reg. Room	Hoquiam (Joint)	B.N. Inc. Tel. Office
Montpelier	Telegraph Office	Kellogg-Wardner	Telegraph Office
Nampa	Telegraph Office	Kennewick	Telegraph Office
Nampa	Switchmen's Locker Room	La Grande	Crew Dispatcher's Office
Nampa	Crew Dispatcher's Office	La Grande	Telegraph Office
Nyssa	Telegraph Office	Moscow	Telegraph Office
Ontario	Telegraph Office	Olympia	Telegraph Office
Pocatello	Train Dispatcher's Office	Pendleton	Telegraph Office
Pocatello	Crew Dispatcher's Office	East Spokane	Telegraph Office
Pocatello	Swmn's Locker Rm., New Yd.	East Spokane	Trainmen's Reg. Room
Pocatello	Switchmn's Lcker Rm., Hump	Sandpoint	Telegraph Office
Pocatello	Communications Office	Tacoma	Yard Office
Rupert	Telegraph Office	Trentwood	Telegraph Office
Twin Falls	Telegraph Office	The Dalles	Telegraph Office
		Troutdale	Telegraph Office
Albina	Train Dispatcher's Office	Walla Walla	Telegraph Office
Albina	Trainmen's Register Room	Wallula	Telegraph Office
Albina	Barnes Yard Office	Yakima	Telegraph Office
Argo	Trainmen's Register Room	Yakima	Trainmen's Register Room
Ayer	Telegraph Office		

IDAHO DIVISION

E. C. May, Superintendent	Pocatello
K. J. Hennessy, Assistant Superintendent	Pocatello
A. L. O'Neill, Assistant Superintendent	Nampa
W. M. Homan, Terminal Superintendent	Pocatello
J. Lagos, Assistant Terminal Superintendent	Pocatello
L. J. Schreiber, Assistant Terminal Superintendent	Pocatello
E. C. Burns, Terminal Trainmaster	Pocatello
P. C. Wyatt, Trainmaster	Pocatello
R. F. Kelly, Trainmaster	Pocatello
R. E. Riley, Terminal Superintendent	Nampa
V. M. Torres, Trainmaster	Nampa
D. L. Sullivan, Terminal Trainmaster	Nampa
H. P. Lewis, Trainmaster	Idaho Falls
J. B. Daly, Terminal Superintendent	Idaho Falls
G. R. Jensen, Trainmaster	Soda Springs
E. I. Payne, Road Foreman Assistant Trainmaster	Pocatello
A. J. Enfield, Road Foreman Assistant Trainmaster	Pocatello
H. S. Rose, Road Foreman of Engines	Pocatello
O. J. Madsen, Road Foreman Assistant Trainmaster	Nampa
L. A. Hoffer, Road Foreman of Engines	Nampa
K. A. Staples, Assistant Mechanical Superintendent-West	Pocatello
G. F. Hite, Division Engineer	Pocatello
G. G. Phillips, General Roadmaster	Pocatello
W. F. Jesse, General Roadmaster	Nampa
G. P. Wood, Manager of Safety	Pocatello
H. R. Humphrey, Division Chief Train Dispatcher	Pocatello
G. C. Leger, Chief Train Dispatcher	Pocatello

A. W. Campbell, Mechanical Supt.-West Salt Lake City, Utah
M. L. Samuelson, Assistant Manager Safety Salt Lake City, Utah

OREGON DIVISION

L. A. Kirkeby, Superintendent	Albina
J. M. Krier, Assistant Superintendent	Albina
A. R. Brown, Assistant Superintendent	Spokane
J. F. Chapman, Superintendent Northern Terminals	Argo
H. B. Crowe, Terminal Superintendent	Argo
S. R. Colosso, Assistant Terminal Superintendent	Argo
R. D. Yingst, Terminal Trainmaster	Argo
F. L. Hebdon, Terminal Superintendent	Albina
C. F. Parsons, Assistant Terminal Superintendent	Albina
J. L. Turner, Assistant to Terminal Superintendent	Albina
B. E. Stanger, Terminal Trainmaster	Albina
D. F. McCraw, Terminal Trainmaster	Albina
C. R. Dedolph, Terminal Trainmaster	Albina
H. H. Donaldson, Trainmaster	Albina
R. F. Stephan, Trainmaster	Albina
M. S. Barkdull, Trainmaster	Spokane
S. R. Tortorelli, Trainmaster	Spokane
A. J. Simpson, Terminal Trainmaster	Spokane
T. E. Simon, Trainmaster	Hinkle
G. R. Marshall, Trainmaster	Hinkle
J. M. Freeman, Terminal Trainmaster	Hinkle
D. D. Clifford, Terminal Trainmaster	The Dalles
J. E. Dennis, Trainmaster	La Grande
M. L. Griffin, Terminal Trainmaster	La Grande
E. L. Lindsey, Road Foreman Assistant Trainmaster	La Grande
D. L. Freeman, Road Foreman Assistant Trainmaster	Albina
K. E. Durant, Road Foreman Assistant Trainmaster	Spokane
C. D. Rhodig, Road Foreman of Engines	Albina
R. L. Warner, Assistant Mechanical Superintendent-West	Albina
G. W. McDonald, Division Engineer	Albina
J. W. Hanson, General Roadmaster	Albina
T. R. King, General Roadmaster	Spokane
R. E. Schroder, Manager of Safety	Albina
M. H. Galloway, Division Chief Train Dispatcher	Albina
F. H. Cavallo, Chief Train Dispatcher	Albina

Idaho Division

Main Line	844.9
Branches	1325.0
Total	2169.9

Oregon Division

Main Line	776.6
Branches	1048.2
Total	1824.8

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

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

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

GENERAL

Location	MPH
Moving against the normal current of traffic on a main track unless otherwise specified by train order.	30
When using No. 20 turn-outs, unless a different speed is specified.	40
When using No. 20 equilateral.	60
When using No. 14 turn-outs located on: Straight track;	30
Curves.	15
When using other turn-outs.	15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked or when switch points are caused to oscillate by movement.	20
Within yard limits protected by continuous block signal system.	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20
When using sidings in CTC territory.	20
When using other sidings and tracks other than main tracks unless a different speed is specified.	15
Movement of engines at servicing facilities.	5
6900 and 8000 class locomotives	80
All other U.P. road freight locomotives. (including 1400 series)	65
Yard-switch locomotives in road service: 1000-1100 class;	35
1800 class.	50
Diesel locomotive running light, on descending grade in excess of one per cent, when necessary to use engine brake to control speed.	25
Car body type unit backing up light or backing up as leading unit at front of train.	30
When multiple unit engine is controlled from other than leading unit.	30
Freight trains handling tonnage in excess of 75 tons per operative brake.	40
Trains handling wrecking derricks: American Hoist Derrick 903050;	60
Other Derricks with 6-wheel trucks;	40
Other Derricks with 4-wheel trucks;	35
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.	20
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	

UNION PACIFIC SYMBOLS AND ABBREVIATIONS

6 (A). The following letters, placed in column with station name, in time-table indicate:

- D — day operator;
- N — night operator;
- R — train register;
- YL — yard limits.

6 (B). The following letters, placed in column provided in the time-table, indicate:

- A — automatic interlocking;
- F — fueling station;
- I — manual interlocking;
- P — dispatcher's telephone;
- T — turntable;
- X — cross-over;
- Y — wye.

Location	MPH
Trains handling scale test cars, other than WO-3 and U.P. 903006, wedge plows or company roadway machines on their own wheels except wrecking derricks:	
On Main lines—tangent track;	35
On Main lines—curves;	25
On Branch lines.	25
Self-propelled cranes, pile drivers and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35
Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
Trains handling continuous welded rail or continuous lengths of jointed rail:	
On unrestricted track;	40
On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH.	
Through cross-overs or turn-outs.	10
Trains handling ore cars U.P. 26000 and 27000 series, loaded or empty.	40
Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.	50
Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive.	50
Trains handling ballast when loaded in U.P. 901000 series cars;	50
All other trains handling ballast.	40
Trains handling empty gondola or open top hopper cars.	50
Loaded unit phosphate rock trains;	40
All other unit trains handling open top or covered hopper cars—loaded.	50
Trains handling cars U.P. 16000 thru 17949; U.P. 60000 thru 66999 and U.P. 85000 thru 91999—loaded.	50
Trains handling empty bulkhead flat cars, except those equipped with auto racks.	50
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.	20
Through truss bridges.	6
Trains handling diesel units dead in train: Yard-switch units of any type;	35
Foreign line, government, export or commercial units other than yard-switch type;	45
Wye tracks except those portions used as main track or siding.	6
Through tunnels; branch lines.	10

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

CONSOLIDATED CODE SYMBOLS AND ABBREVIATIONS

6 (A). The following letters placed in the columns provided in the time-table 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 — dispatchers telephone;
- Q — radio installation;
- R — train register;
- T — turntable or wye;
- U — railroad crossing not protected by signals or gates;
- W — water;
- X — crossover;
- Y — yard limits;
- Z — track scales.

SPEED RESTRICTIONS—FIRST SUBDIVISION

WESTWARD		IDAHO		FIRST SUBDIVISION		EASTWARD	
Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(B)	STATIONS		
	Feet						
847	7260	GRANGER.....	0.0	PY			
855	7359	8.4 MOXA.....	8.4	P			
863	7352	7.5 NUTRIA.....	15.9	P			
872	7345	8.8 OPAL.....	24.7	P			
881	7370	8.6 WATERFALL.....	33.3	P			
887	7477 7867	6.6 KEMMERER.....DN	39.9	P			
898	7329	8.1 FOSSIL.....	48.0	P			
903	7374	5.3 NUGGET.....	53.3	P			
907	7352	6.1 ORR.....	59.4	P			
910	4712	3.6 SAGE.....	63.0	P			
912	7395	1.8 LEEFE.....	64.8	PY			
919	7342	7.2 BECKWITH.....	72.0	P			
925	7399	5.4 PIXLEY.....	77.4	P			
931	8566	6.2 COKEVILLE.....	83.6	P			
935	7367	5.2 MARSE.....	88.8	P			
941	7331	5.7 CHAUSSE.....	94.5	P			
945	2035	3.6 PEGRAM.....	98.1	P			
950	7405	4.2 HARER.....	102.3	P			
955		5.6 DINGLE.....	107.9	P			
962	Yard	7.1 MONTPELIER.....DN-R	115.0	FPTYX			
969		5.4 PESCADERO.....	120.4	P			
974	10039	7.3 GEORGETOWN.....	127.7	P			
983	7354	8.5 MANSON.....	136.2	P			
993	7465	10.0 SODA SPRINGS.....DN	146.2	PY			
999	7297	5.0 ALEXANDER.....	151.2	P			
1003	7426	5.5 TALMAGE.....	156.7	P			
1009	7112 9050	5.3 BANCROFT.....	162.0	P			
1018	7337	8.3 PEBBLE.....	170.3	P			
1025		6.7 BLASER.....	177.0	P			
1027	1600	3.5 LAVA HOT SPRINGS.....	180.5	PX			
1032		5.5 TOPAZ.....	186.0	P			
1038	C7614	5.3 MCCAMMON.....D	191.3	PXY			
1049	5777	10.4 INKOM.....	201.7	PX			
1061	Yard	12.5 POCATELLO YL.....DN-R	214.2	FPTYX			

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

Note 2 to Rule 99 is in effect on First Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Utah Division at McCammon must receive Utah Division clearance, in addition to Idaho Division clearance at Pocatello or Montpelier, and must identify opposing trains between Pocatello and McCammon and between Montpelier and McCammon and need not receive clearance at McCammon.

Trains from Utah Division at McCammon must receive Idaho Division clearance in addition to Utah Division clearance at Salt Lake City and need not receive clearance at McCammon.

Trains from Grace Branch need not receive clearance at Alexander.

Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Granger.

Only trains which originate or terminate at Montpelier need register or receive clearance at Montpelier.

LOCATION		MPH		LOCATION		MPH	
		Psg.	Frt.			Psg.	Frt.
Maximum Speed.		79	70	131.6 and 132.2.		70	60
Between Mile Posts—				135.6 and 135.8.		70	60
Granger Siding.		40	40	Manson			
0.0 and 0.8.		40	40	138.7 and 139.3.		60	50
Opal				141.0 and 141.9.		55	45
When switching east end				142.4 and 143.4.		70	55
El Paso tracks.			5	Soda Springs			
28.7 and 29.6.		70	60	143.7 and 146.3.		45	45
31.3 and 32.3.		50	40	148.0 and 148.3.		70	55
33.0 and 33.1.		70	55	Alexander			
Waterfall				152.1 and 152.4.		60	50
34.6 and 34.8.		60	50	Bancroft			
35.5 and 40.8.		40	35	163.5 and 164.7.		70	60
Kemmerer				167.5 and 168.1.		70	60
42.3 and 44.6.		65	55	168.9 and 169.3.		60	50
Nuggett				Pebble			
54.5 and 55.8.		40	30	171.2 and 171.7.		60	50
55.9 and 57.8.		40	35	171.9 and 174.7.		70	55
58.0 and 61.2.		70	60	176.3 and 176.7.		70	60
63.6 and 65.4.		60	50	Blaser			
66.5 and 68.2.		65	55	177.4 and 178.5.		60	45
Cokeville				179.0 and 180.0.		45	35
87.4 and 87.7.		60	50	Lava Hot Springs			
92.9 and 93.1.		60	50	180.0 and 181.7.		70	55
Chausse				181.8 and 183.1.		60	45
96.7 and 96.9.		70	55	183.2 and 184.8.		70	55
98.3 and 99.2.		60	50	185.5 and 187.9.		35	35
99.5 and 99.7.		70	55	188.2 and 190.2.		65	50
102.6 and 104.8.		60	50	McCammon			
105.2 and 105.4.		70	60	192.1 and 192.7.		60	45
Pescadero				195.0 and 195.3.		60	45
120.6 and 123.4.		60	50	197.7 and 199.7.		70	55
125.2 and 126.7.		60	50	199.7 and 201.0.		60	45
Georgetown				Inkom			
127.6 and 130.1.		60	50	202.3 and 202.6.		60	45

WESTWARD CUMBERLAND BRANCH EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(B)
	Feet			
887	7477 7867	KEMMERER YL.....DN-R	0.0	P
227-05	2475	5.3 GLENCOE JCT. YL.....	5.3	

Cumberland Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—CUMBERLAND BRANCH

Maximum speed (yard limits)		40	1.4 and 1.9.	30
Between Mile Posts—			4.6 and 6.0.	15
0.0 and 0.3.		15		

WESTWARD ELKOL BRANCH EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(B)
	Feet			
227-05	2475	GLENCOE JCT. YL.....	0.0	
229-04	Yard	3.2 ELKOL YL.....	3.2	

Elkol Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—ELKOL BRANCH

Maximum speed (yard limits).		40	1.0 and 2.5 on descending grade	20
Between Mile Posts—			2.5 and end of Track	15
0.0 and 0.2.		15		

WESTWARD **IDAHO GRACE BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
999	7297	ALEXANDER YL.....	0.0	P
235-06	770	6.0 GRACE YL.....	6.0	

Grace Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—GRACE BRANCH

Maximum speed (yard limits).	25	Truss Bridge M.P. 5.33.	10
Between Mile Posts—0.0 and 0.9.	20	Grace Elevator Tracks	5

WESTWARD **CONDA BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
993	7465	SODA SPRINGS YL .....DN-R	0.0	PY
360-02	3740	1.8 MONSANTO YL.....	1.8	
360-06	825	4.2 EPCO YL.....	6.0	
360-07	Yard	1.0 CONDA YL.....	7.0	Y

Conda Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—CONDA BRANCH

Maximum speed (yard limits)	25	Conda Yard.	5
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WESTWARD **DRY VALLEY BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
360-06	9873	EPCO YL.....	0.0	
370-12	Yard	11.7 WOOLEY VALLEY.....	11.7	
370-18	Yard	6.7 DRY VALLEY.....	18.4	Y

SPEED RESTRICTIONS—DRY VALLEY BRANCH

Maximum speed.	25	Between Mile Posts—0.0 and 1.0.	15
EpcO Mountain Fuel Track No. 1.	5	3.5 and 4.9.	15

TRAIN MOVEMENTS

Train movements on Dry Valley Branch are authorized by Radio Block clearance. See Special Rule 96 (R) Page 59.

**MAKE
SAFETY
A
DRIVING
HABIT**

WESTWARD **IDAHO SECOND SUBDIVISION** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1061	Yard	A. B. S. } POCATELLO YL ....DN-R	214.2	FPTYX
		2.1 } POCATELLO JCT. YL....	216.3	PX
1067	Yard	3.7 } DON.....	220.0	PX
1071	C7645	4.4 } MICHAUD.....	224.4	P
1074	2828	2.1 } SCHILLER.....	226.5	P
1077	8267	3.6 } BANNOCK.....	230.1	P
1086	7104	8.6 } AMERICAN FALLS .....D	238.7	P
1090	6053	3.6 } BORAH.....	242.3	P
1097	8258	7.7 } QUIGLEY.....	250.0	P
1103	5952	6.0 } WAPI.....	256.0	P
1107	8280	4.3 } DEWOFF.....	260.3	P
1115	5980	7.1 } HAWLEY.....	267.4	P
1120	13190	5.2 } MINIDOKA .....D	272.6	PY
1123	5848	4.2 } MAX.....	276.8	P
1132	8273	7.8 } ADELAIDE.....	284.6	P
1136	5965	5.2 } KIMAMA.....	289.8	P
1143	5976	5.7 } SENTER.....	295.5	P
1151	8359	7.6 } OWINZA.....	303.1	P
		11.6 } DIETRICH.....	314.7	P
1161	900	7.1 } SHOSHONE .....D	321.8	PYX
1169	12870	8.7 } TUNUPA.....	330.5	P
		7.2 } GOODING .....D	337.7	P
1178	8269	7.1 } FULLER.....	344.8	P
1185	3150 8232	5.2 } BLISS.....	350.0	PY
1191	8283	6.0 } TICESKA.....	356.0	P
1198	5861	11.7 } KING HILL.....	367.7	PX
1205	C6021	6.3 } GLENNS FERRY .....D-R	374.0	PX
1214				
1221	Yard			

CENTRALIZED TRAFFIC CONTROL

(159.8)

Note 2 to Rule 99 is in effect on Second Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Only trains which originate or terminate at Glens Ferry need register or receive clearance at Glens Ferry.

SPEED RESTRICTIONS—IDAHO SECOND SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	Psg.	Frt.		Psg.	Frt.
Maximum Speed, Between Pocatello and Glens Ferry.	79	70	323.3 and 323.9.	70	60
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	325.0 and 326.6.	70	60
Between Mile Posts—218.8 and 220.0	65	50	Gooding		
Bannock 237.9 and 241.3.	65	55	Over public crossings M.P. 337.5 and 338.0.	45	45
Dietrich 316.3 and 314.7 No. 2 Track.	60	45	340.7 and 341.2.	60	50
Shoshone Over public crossings M.P. 321.5 and 321.8.	35	35	342.3 and 343.4.	60	50
Through No. 20 equi-lateral at end of two main tracks, M.P. 323.1.	60	60	Ticeska		
			357.3 and 360.2.	65	50
			360.2 and 360.8.	55	45
			360.8 and 365.9.	65	50
			King Hill		
			367.5 and 368.3.	70	60
			369.1 and 371.1.	60	50
			371.1 and 373.2.	45	35
			Glens Ferry		
			Over Commercial Street crossing M.P. 374.1.	20	20

IDAHO
WESTWARD **TWIN FALLS BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1120	13190	MINIDOKA YL.....D-R 8.1	0.0	PY
236-08	3410	ACEQUIA 5.4	8.1	P
236-14	9185	RUPERT YL.....DN 3.0	13.5	PY
236-16	715	SCHOW 3.1	16.5	
236-20	1485	HEYBURN YL 2.2	19.6	
236-22	2750 2970	BURLEY YL.....DN 4.2	21.8	PY
236-26	3575	STARRH'S FERRY YL 2.5	26.0	
236-28	1595	HOBSON 5.1	28.5	
236-34	2750	MILNER 8.2	33.6	
236-41	3355	MURTAUGH 3.2	41.8	
236-45	2475	BICKEL 4.0	45.0	
236-48	1100	BILLS 0.7	49.0	
236-50	1925	HANSEN 3.6	49.7	
236-53	2805	KIMBERLY 3.1	53.3	
236-56	1430	McMILLAN YL 2.6	56.4	
236-59	Yard	TWIN FALLS YL.....DN-R 4.4	59.0	PY
236-63	1980	CURRY 2.6	63.4	
236-66	2805	FILER 2.5	66.0	P
236-69	2090	PEAVEY 2.9	68.5	
236-71	1925	CEDAR 2.4	71.4	
236-74	Yard	BUHL YL.....D	73.8	PY

Twin Falls Branch yard limits are continuous from M.P. 19 to M.P. 26 and from M.P. 55.7 to M.P. 60.2

SPEED RESTRICTIONS—TWIN FALLS BRANCH

Maximum speed.	40	Burley, over street crossings.	12
Rupert, over streets and alleys.	12	Kimberly, within city limits.	35

WESTWARD **RAFT RIVER BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
236-22	2970	BURLEY YL.....DN-R 3.1	0.0	PY
239-03	1595	UNITY YL 0.9	3.1	
239-04	1320	ELCOCK YL 0.7	4.0	
239-05	715	EVANS YL (Spur-E) 1.3	4.7	
239-06	1045	SPRINGDALE YL 1.5	6.0	
239-08	1155	HATCH YL 1.5	7.5	
239-09	770	DECLO YL	9.0	

Raft River yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—RAFT RIVER BRANCH

Maximum speed. (yard limits)	25	Burley, over street crossings.	12
Burley, within city limits.	20		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD **IDAHO-KETCHUM BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1169	Yard	SHOSHONE YL.....D-R 15.1	0.0	PY
242-15	1815	RICHFIELD 22.1	15.1	Y
242-37	2750	PICABO 4.6	37.2	
242-42	275	HAY 10.3	41.8	
242-52	1430	BELLEVUE 4.9	52.1	
242-57	825	HAILEY 3.0	57.0	
242-60	1045	BARITE 3.2	60.0	
242-63	1485	GIMLET (Spur-E) 6.2	63.2	
242-70	1430	KETCHUM	69.4	

SPEED RESTRICTIONS—KETCHUM BRANCH

Maximum speed.	40	Bellevue, over streets and alleys.	12
Between Mile Posts—15.8 and 16.1.	30	63.1 and 64.6.	20
20.1 and 22.0.	30	Between Hailey and Ketchum, over truss bridges.	15
27.1 and 27.3.	30	68.4 and 68.5.	10
34.3 and 36.1.	30		

WESTWARD **HILL CITY BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
242-15	1815	RICHFIELD 9.4	0.0	Y
243-09	550	BURMAH 27.4	9.4	
243-37	330	RANDS 7.2	36.8	
243-44	1980	FAIRFIELD 7.7	44.0	
243-52	1485	CORRAL 6.2	51.7	
243-58	2365	HILL CITY	57.9	Y

SPEED RESTRICTIONS—HILL CITY BRANCH

Maximum speed.	25	Between Mile Posts—0.0 and 0.3	15
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WESTWARD **OAKLEY BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
236-22	2750	BURLEY YL.....DN-R 2.1	0.0	PY
	320	CRIPPEN (Spur-E) 1.0	2.1	
237-03	110	RUBY (Spur-W) 1.2	3.1	
237-04	1320	BEEVILLE 0.9	4.3	
237-05	1100	PELLA 2.9	5.2	
237-08	3080	NORTH KENYON 1.5	8.1	
237-10	440	KENYON 1.9	9.6	
	296	MARTIN (Spur-E) 2.0	11.5	
237-14	495	CHURCHILL 2.8	13.5	
237-16	1100	TROUT 1.5	16.3	
237-18	385	MARION 1.2	17.8	
237-19	1155	WARR 2.8	19.0	
237-22	935	OAKLEY	21.8	

SPEED RESTRICTIONS—OAKLEY BRANCH

Maximum speed.	25	Burley, over street crossings.	12
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Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

IDAHO
WESTWARD NORTH SIDE BRANCH EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
236-14	9185	RUPERT YL DN-R	0.0	PY
238-04	825	TRAVERS YL.....	3.5	
238-05	7865	MYERS YL.....	4.4	
238-06	1705	PAUL YL.....	5.7	
238-11	825	HYNES.....	11.4	
238-16	2530	SCHODDE.....	15.9	
238-24	1045	HAZELTON.....	24.0	
238-27	1320	BLACK.....	26.9	
238-28	970	EDEN.....	28.1	
238-38	550	SUGAR LOAF.....	38.3	
238-41	1155	FALLS CITY.....	40.6	
238-43	495	BARRYMORE.....	42.5	
238-46	330	HYDRA.....	45.8	
238-48	2530	JEROME D	47.9	PY
238-57	2530	WENDELL.....	56.7	
238-58	825	KING.....	58.1	
238-66	430	TUTTLE.....	66.2	
1198	5845	BLISS.....	72.9	PY

Trains to or from Second Subdivision need not receive clearance at Bliss.
North Side Branch yard limits are continuous from M.P. 0.0 to M.P. 6.3.

SPEED RESTRICTIONS—NORTH SIDE BRANCH

Maximum speed. **40**

WESTWARD WELLS BRANCH EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
236-59	Yard	TWIN FALLS YL DN-R	0.0	FPY
23-011	1430	BERGER.....	11.0	
23-019	1210	HOLLISTER.....	19.4	
23-023	440	AMSTERDAM (Spur-W).....	23.3	
23-029	990	ROGERSON.....	28.8	Y
23-039	1760	METEOR.....	38.7	
23-050	1595	IDAVADA.....	50.1	
23-056	1595	DELAPLAIN.....	56.1	
23-069	1595	CONTACT.....	68.9	
23-075	1540	HENRY.....	75.3	
23-087	1540	SHORES.....	86.7	
23-094	2255	WILKINS.....	93.6	Y
23-103	2090	SUMMER CAMP.....	102.5	Y
23-109	2090	MELANDCO.....	108.9	
23-116	1650	TOWN CREEK.....	116.1	
23-123		WELLS.....	123.4	Y

SPEED RESTRICTIONS—WELLS BRANCH

Maximum speed.	40		30
Between Mile Posts—		40.1 and 42.0.	
1.6 and 1.9.	30	45.9 and 54.8.	25
3.9 and 5.0.	30	69.6 and 71.8.	25
8.5 and 9.2.	30	88.0 and 91.4.	25
31.1 and 36.1.	25	98.1 and 107.0.	20
		Wells yard.	15

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD IDAHO—THIRD SUBDIVISION EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
1221	Yard	GLENN'S FERRY D-R	374.0	PX
1230	C8399	HAMMETT.....	382.7	P
1240	C8341	REVERSE.....	393.3	P
1249	8234	MOUNTAIN HOME..... D	401.8	PY
1255	8251	SEBREE.....	408.2	P
1260	8242	CLEFT.....	413.7	P
1266	895	SIMCO (Spur-W).....	419.1	P
1270	9349	ORCHARD.....	423.6	P
1282	8240	OWYHEE.....	435.2	P
	1020	LA FLEUER (Spur-W).....	438.9	P
1294	8053	KUNA.....	446.4	P
1304	Yard	NAMPA DN-R	456.8	FTY
1313		CALDWELL DN	465.7	P
1316	6014	ENROSE.....	469.2	P
1320	8292	NOTUS.....	472.6	P
1324	1155	MANGUM.....	476.4	P
1328	8261	PARMA..... D	480.4	P
1333	1210	APPLE VALLEY.....	486.1	P
1336	8717	NYSSA DN	488.5	PY
1339	600	ARCADIA (Spur-W).....	492.0	P
1346	8311 8440	ONTARIO D	498.9	PY
1348	1485	WASHOE (Spur-W).....	501.1	P
1350	8100	PAYETTE..... D	502.7	P
1353	495	WOOD.....	506.4	P
1357	8256	CRYSTAL.....	509.6	P
1360	1100	FELTHAM.....	512.9	P
1362	660	WIX.....	514.2	P
1363	8070 8246	WEISER..... D	516.1	PY
1373	7974	COBB.....	526.1	P
1381	8242	ROCK ISLAND.....	532.8	P
1386	Yard	HUNTINGTON D-R (164.8)	538.8	P

Note 2 to Rule 99 is in effect on Third Subdivision.

SPEED RESTRICTIONS—IDAHO THIRD SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	70	Nyssa		
Glenns Ferry			Over public crossing		
Over Commercial Street			M.P. 489.1.	50	50
crossing M.P. 374.1.	20	20	Ontario		
Between Mile Posts—			Public crossings M.P.		
376.5 and 377.6.	60	50	498.7 and 498.8.	55	55
378.6 and 379.3.	40	35	Tokyo 1 and 2. East		
Hammett			Teah and East Ware-		
384.9 and 390.7.	60	50	house Tracks over		
Mountain Home			5th and 6th Avenue		
Over public crossings			crossing.	5	5
between M.P. 400.75			Payette		
and 402.25.	35	35	Public crossings M.P.		
Orchard			502.6 and 503.2.	60	60
428.4 and 429.0.	65	55	Weiser		
Kuna			515.8 and 516.4.	60	60
447.3 and 450.8.	70	60	523.1 and 524.9.	70	55
454.7 and 456.3.	65	55	524.9 and 528.1.	60	45
Nampa			529.4 and 535.5.	70	55
456.3 and 457.1.	35	35	535.5 and 536.9.	60	45
459 and 465.			536.9 and 539.0.	40	30
No. 2 Track	50	50	Huntington		
464.9 and 466.0.	50	50	Between Oregon		
Parma			Division Mile Posts—		
Public crossings M.P.			389.9 and 388.5.	45	40
481.0 and 481.3.	25	25	Huntington—Thru siding	15	15

Clearance Requirements—See Page 12

IDAHO

THIRD SUBDIVISION CLEARANCE AND REGISTER REQUIREMENTS

All trains must receive clearance at Nampa.

Only trains which originate or terminate at Glens Ferry or Huntington need register or receive clearance at Glens Ferry or Huntington.

Trains enroute to Oregon Division at Huntington must receive Oregon Division clearance in addition to Idaho Division clearance at Nampa and need not receive clearance at Huntington.

WESTWARD **BOISE CUT-OFF** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1270	9349	ORCHARD.....	B 423.5	P
8-1292	660	21.7 HILLCREST.....	B 445.2	P
8-1296		3.4 BOISE YL.....	B 448.6	PY
8-1298		2.3 BOISE JCT.....	B 450.9	P
8-1299	1430	0.6 PERKINS.....	B 451.5	P
8-1302	1375	3.4 BEATTY.....	B 454.9	P
8-1305	5555	2.6 MERIDIAN.....D	B 457.5	P
		5.3 ALUMA (Spur-W).....	B 462.8	
1304	Yard	5.0 NAMPA YL .....DN-R (44.3)	B 467.8	FPTY

SPEED RESTRICTIONS—BOISE CUT-OFF

LOCATION	MPH	LOCATION	MPH
Boise Cut-off Maximum speed.	40		
Between Mile Posts— Orchard B-439.5 and B-440.4.	25	Boise Over public crossings between M.P. B-446.5 and M.P. B-451.25.	20

WESTWARD **NEW MEADOWS BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1363	8246	WEISER YL.....D	0.0	PY
244-06	1650	6.0 REBECCA.....	6.0	
244-12	440	5.6 PRESLEY.....	11.6	
244-19	2255	7.5 CONCRETE.....	19.1	
244-32	1155	12.7 MIDVALE.....	31.8	
244-41	1650	8.7 CAMBRIDGE.....	40.5	
244-57	1210	16.1 MESA.....	56.6	
244-60	2750	3.5 COUNCIL.....D	60.1	Y
244-82	1375	21.7 TAMARACK.....	81.8	
244-84	2035	2.3 RUBICON.....	84.1	
244-90	2090	5.7 NEW MEADOWS.....	89.8	Y

SPEED RESTRICTIONS—NEW MEADOWS BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed.	40	33.5 and 39.1.	20
Between Mile Posts— 4.2 and 5.7.	35	39.1 and 42.4.	30
7.4 and 11.0.	25	42.4 and 56.7.	20
11.0 and 29.5.	20	Between M.P. 65.4 and New Meadows.	20
32.4 and 33.5.	25		

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

WESTWARD **IDAHO NORTHERN BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1304	Yard	G.T.C. { NAMPA YL .....DN-R	0.0	FPTY
24-003	2310	2.6 FISCHER YL.....	2.6	P
24-006	275	3.5 MADDENS.....	6.1	
24-009	660	3.3 MIDDLETON.....	9.4	
24-013	550	3.1 JOSEPHSON.....	12.5	
24-014	550	1.1 AMSCO.....	13.6	
24-019	715	5.2 JENNESS.....	18.8	
24-027	4510	8.1 EMMETT YL .....D-R	26.9	PY
24-032	1980	4.9 PLAZA.....	31.8	
24-041	2035	9.2 MONTOUR.....	41.0	
24-050	1485	8.7 HORSESHOE BEND YL....D	49.7	P
24-055	1485	5.2 GARDENA.....	54.9	
24-064	1650	9.0 BANKS.....	63.9	
24-083	1430	18.8 SMITHS FERRY .....D	82.7	PY
24-093	715	10.0 CABARTON.....	92.7	
24-096	1485	2.6 BELVIDERE.....	95.3	
24-099	1485	3.8 CASCADE YL .....D	99.1	PY
24-119	540	20.3 DONNELLY.....	119.4	
24-128	440	8.1 ARCHABAL.....	127.5	
24-133	1485	5.3 McCALL.....	132.8	Y

Yard limits are continuous M.P. 0.0 to M.P. 3.58.

CLEARANCE REQUIREMENTS All trains must receive clearance at Emmett.

SPEED RESTRICTIONS—IDAHO NORTHERN BRANCH		
Maximum speed.	40	50.3 and 53.0. 20
Between Mile Posts— 0.2 and 0.4.	15	53.0 and 77.3. 15
0.4 and 2.3.	20	77.3 and 77.4 tunnel. 10
8.2 and 8.8.	25	77.4 and 81.2. 15
13.8 and 14.8.	30	81.2 and 83.7. 20
18.9 and 22.4.	15	83.7 tunnel. 10
Trains handling high cars be- tween Jenness and M.P. 22.4.	12	83.7 and 92.5. 20
Emmett, over street crossings.	12	92.5 and 98.1. 30
31.2 and 33.2.	20	99.8 and 108.2. 20
33.2 and 33.3 tunnel.	10	111.4 and 111.7. 20
33.3 and 37.4.	20	113.0. and 113.3. 20
37.4 and 38.5.	15	122.1 and 122.4. 25
38.5 and 38.7 tunnel.	10	126.5 and 128.3. 30
38.7 and 40.3.	30	128.3 and 128.6. 15
44.1 and 46.9.	20	128.6 and 129.7. 30
46.9 and 49.1.	25	131.3 and 132.8. 25
		McCall, over street crossings. 10

WESTWARD **PAYETTE BRANCH** **EASTWARD**

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
1350	8100	PAYETTE YL .....D-R	0.0	P
253-04	825	3.8 EIFFIE.....	3.8	
253-05	1265	1.3 FRUITLAND.....	5.1	
253-07	880	1.7 BUCKINGHAM.....	6.8	
253-11	1430	4.3 NEW PLYMOUTH.....	11.1	
253-22	495	10.5 LETHA.....	21.6	
24-027	4510	8.1 EMMETT YL .....D-R	29.7	PY

SPEED RESTRICTIONS—PAYETTE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed.	40	9.6 and 10.8	25
Between Mile Posts 0.0 and 0.7.	10	13.7 and 13.9.	35
1.1 and 4.9.	25	25.2 and 25.6.	35
6.5 and 6.7.	25	Emmett, over street crossings.	12

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

IDAHO
WESTWARD **OREGON EASTERN BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(B)
		459 Local Freight Daily Except Sunday			460 Local Freight Daily Except Sunday	
1346	8440	12.01 PM	ONTARIO YL.....D	0.0	A 3.45 PM	PY
25-003	385		2.7 CLAUDE YL (Spur-W) ..	2.7		
25-004	660	12.10	1.0 CAIRO YL	3.7	3.33	
25-007	1760	12.18	3.2 LUSE.....	6.9	3.25	
25-016	6325	12.39	8.6 VALE YL.....	15.5	3.04	
25-024	2145	12.59	8.0 HOPE.....	23.5	2.44	
25-035	2420	1.30	11.3 LITTLE VALLEY.....	34.8	2.14	
25-042	2475	460 1.55	7.2 HARPER.....	42.0	459 1.55	
25-051	2365	2.18	9.3 NAMORF.....	51.3	1.29	
25-062	1265	2.45	10.9 JONESBORO.....	62.2	1.02	
25-074	2475	3.13	11.4 JUNTURA.....	73.6	12.34 PM	Y
25-087	2365	3.50	13.0 LONG.....	86.6	11.57 AM	
25-093	2310	4.07	6.2 RIVERSIDE.....	92.8	11.40	
25-103	1430	4.32	10.0 DUNNEAN.....	102.8	11.15	
25-110	1375	4.52	7.4 VENATOR.....	110.2	10.55	
25-118	1375	5.11	7.7 CIRCLE BAR.....	117.9	10.36	
25-127	1430	5.35	8.7 CRANE.....	126.6	10.12	
25-144	1430	6.15	16.9 REDESS.....	143.5	9.32	
25-157	1155	A 6.50 PM	13.3 BURNS YL .....D-R	156.8	9.00 AM	PY

Oregon Eastern Branch yard limits are continuous M.P. 0.0 to M.P. 4.0.

SPEED RESTRICTIONS—OREGON EASTERN BRANCH

Maximum speed.	40	66.9 and 68.4.	30
Between Mile Posts—		70.3 and 71.1.	20
27.8 and 28.6.	25	71.1 and 71.2. Tunnel	10
29.5 and 33.8.	20	71.2 and 72.2.	30
36.8 and 38.1.	20	74.9 and 77.0.	30
47.5 and 48.2.	35	78.6 and 89.3.	25
48.2 and 50.8.	30	89.3 and 91.1.	35
50.8 and 52.2.	25	95.1 and 97.4.	30
53.7 and 54.2. Tunnel	10	102.0 and 106.8.	20
54.2 and 59.3.	25	118.6 and 122.4.	20
59.3 and 61.4.	30	122.4 and 123.8.	30
63.9 and 65.1.	30		

WESTWARD **STODDARD BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
1304	Yard	NAMPA YL.....DN-R	0.0	FPTY
246-04	825	4.5 DEAL YL.....	4.5	
246-09	2090	4.4 BOWMONT YL.....	8.9	
246-12	330	2.7 MELMONT YL (Spur-E)	11.6	
246-15	1320	3.0 MELBA YL.....	14.6	
246-17	2530	2.4 STODDARD YL.....	17.0	

Stoddard Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—STODDARD BRANCH

Maximum speed. (yard limits)	25	Between Stoddard and end of track.	15
Between Mile Posts 0.0 and 0.8.	15		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

IDAHO
WESTWARD **HOMEDALE BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
1336	8717	NYSSA YL.....DN-R	0.0	PY
248-08	1870	8.1 OVERSTREET.....	8.1	
248-11	935	2.5 ADRIAN.....	10.6	
248-17	1485	6.3 NAPTON.....	16.9	
248-24	2915	7.6 HOMEDALE.....	24.5	
248-33	880	8.6 MARSING.....	33.1	

SPEED RESTRICTION—HOMEDALE BRANCH

Maximum speed.	25
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WESTWARD **WILDER BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
1313		CALDWELL YL.....D-R	0.0	P
247-03	1870	2.5 SIMPLOT YL.....	2.5	
247-04	990	1.2 WEITZ YL.....	3.7	
247-04	605	0.7 HOP YL (Spur-E).....	4.4	
247-05	1210	0.6 DOLES YL.....	5.0	
247-07	440	2.0 GREENLEAF YL (Spur-W).....	7.0	
247-10	605	2.7 ALLENDALE YL.....	9.7	
247-12	2035	1.3 WILDER YL.....	11.0	

Wilder Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTION—WILDER BRANCH

Maximum speed. (yard limit)	25	Between M.P. 0.0 and 0.3.	10
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WESTWARD **BOISE BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
8-1298		BOISE JCT. YL.....	0.0	
245-03	Yard	3.2 BOISE FREIGHT YL.....D	3.2	P
245-06	495	3.1 VERNON YL (Spur-W).....	6.3	
245-08		2.1 BARBER YL.....	8.4	

Boise Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—BOISE BRANCH

Maximum speed. (yard limit)	15	Over public crossings M.P. 2.6 to M.P. 3.6.	5
		Between M.P. 6.5 and 6.6.	10

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

**STOP, LOOK,
LISTEN AND
TAKE THE SAFE COURSE**

Station Numbers	Length of Sidings	SECOND CLASS	Time-Table No. 2	Mile Post	SECOND CLASS	Rule 6(B)
		277'			278	
		Daily	STATIONS			Daily
1061			POCATELLO JCT. .YL 1.6	135.1		P
		11.01 AM	MONTANA JCT. .YL 1.5	136.7	A 5.10 AM	P
99-138	1705		CHUBBUCK..... 2.6	138.2		
99-140	5885	11.06	TYHEE..... 5.2	140.8	5.02	P
99-146	7095	11.13	FORT HALL..... 5.0	146.0	4.55	P
99-151	3410	11.20	GIBSON..... 7.1	151.0	4.48	P
99-158	3685	11.30	BLACKFOOT YL DN 5.9	158.1	4.38	PY
99-164	3465	11.40	WAPELLO..... 5.4	164.0	4.28	P
99-169	5830	11.47	FIRTH.....D 6.1	169.4	4.21	P
99-176	4950	11.56 AM	SHELLEY.....D 1.4	175.5	4.12	P
99-177	825		MITCHELL..... 2.4	176.9		
99-179	3410	12.01 PM	COTTON..... 1.1	179.3	4.07	P
99-180	385		FIBRE (Spur-E)..... 4.4	180.4		
99-185	Yard	12.27	IDAHO FALLS YL DN-R 4.8	184.8	4.01	FP TY
99-190	715		SPUD (Spur-E)..... 1.6	189.6		
99-191	2475	12.36	PAYNE..... 5.3	191.2	3.32	P
99-197	2585	12.43	BASSETT..... 1.7	196.5	3.25	P
99-199	1320		GOLDEN VALLEY.... 3.8 (Spur-E)	198.2		
99-202	2585	12.50	ROBERTS..... 15.5	202.0	3.18	P
99-218	2475	1.07	HAMER..... 5.8	217.5	3.01	P
99-223	2420	1.15	CAMAS..... 5.3	223.3	2.53	P
99-229	1650		WACO..... 6.3	228.6		
99-235	5060	1.28	DUBOIS..... 13.6	234.9	2.40	PY
99-249	2750	1.48	SPENCER..... 10.0	248.5	2.20	P
99-258	7095	2.07	HUMPHREY..... 6.2	258.5	2.01	P
99-265	2915	2.20	MONIDA..... 8.6	264.7	1.48	PY
99-273	2420	2.35	SNOWLINE..... 6.6	273.3	1.33	P
99-280	4996	2.45	LIMA.....D 8.1	279.9	1.23	PY
99-288	2255	2.57	DELL..... 6.0	288.0	1.10	P
99-294	2310	3.07	KIDD..... 7.8	294.0	1.01	P
99-303	7370	3.17	RED ROCK..... 14.6	301.8	12.51	P
99-316	660		DALYS..... 3.8	316.4		
99-320	7590	3.43	BARRETT..... 2.0	320.2	12.25	P
99-322	1265		FORD..... 5.8	322.2		
99-328	7095	4.05	DILLON YL.....DN-R 12.3	328.0	12.15 AM	P
99-340	2145	4.22	APEX..... 8.2	340.3	11.46 PM	P
99-349	2255	4.43	NAVY..... 10.3	348.5	11.25	PY
99-359	2915	5.01	MELROSE..... 7.0	358.8	11.08	P
99-366	1100		MAIDEN ROCK..... 4.1	365.8		
99-370	1870	5.27	DIVIDE..... 10.7	369.9	10.41	P
99-381	880	5.47	FEELY..... 9.4	380.6	10.21	P
99-390	3010	A 6.10 PM	SILVER BOW YL DN-R 7.0	390.0	10.01 PM	PY
99-397	Yard	A 7.01 PM	BUTTE YL.....D (261.9)	397.0	9.01 PM	P

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Note 2 to Rule 99 is in effect between Pocatello Jct. and Idaho Falls and between Spencer and Humphrey.

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by operating rules, time-table and special instructions of Burlington Northern, Inc.

CLEARANCE REQUIREMENTS

All trains must receive clearance at: Idaho Falls Dillon

Westward trains must receive clearance at Pocatello and need not receive clearance at Pocatello Jct. or Montana Jct.

SPEED RESTRICTIONS—FOURTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum speed, Between Pocatello Jct. and Idaho Falls.	60	Spencer 247.9 and 251.0.	45
Between Idaho Falls and Silver Bow.	49	251.0 and 251.4.	35
Between Mile Posts—Pocatello Jct. 135.1 and 136.7.	25	252.7 and 254.9.	25
Tyhee 142.3 and 142.5.	45	254.9 and 257.6.	20
143.3 and 143.5.	45	Humphrey 258.3 and 259.2.	30
Blackfoot Over public crossings M.P. 157.3 and 158.8.	20	262.9 and 267.6.	30
Firth Public crossing M.P. 169.5.	35	Monida 269.7 and 269.9.	35
Shelley Over public crossings M.P. 175.0 and 176.0.	30	271.0 and 271.8.	35
Idaho Falls Over public crossings M.P. 182.5 and 186.7.	25	Snowline 277.4 and 279.7.	30
185.5 and 185.9.	10	Lima Over public crossings M.P. 279.7 and 280.3.	15
187.4 and 188.6.	35	Red Rock 309.2 and 310.2.	30
190.7 and 191.0.	40	315.9 and 318.7.	30
Roberts 205.4 and 206.1.	45	Dillon 336.4 and 342.7.	45
208.4 and 210.2.	45	Apex 342.7 and 346.3.	25
213.7 and 214.0.	45	347.9 and 348.2.	40
Hamer 218.3 and 218.5.	45	Navy 351.0 and 354.4.	30
Dubois 235.6 and 236.7.	35	357.2 and 357.7.	45
237.8 and 238.0.	45	Melrose 361.7 and 368.2.	20
239.1 and 239.3.	45	Divide 373.5 and 382.3.	30
244.4 and 246.7.	35	382.3 and 383.7.	25
		383.7 and 388.1.	30

WESTWARD GAY BRANCH EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
99-146	7095	FORT HALL YL.....	0.0	P
	1650	NINE MILE YL.....	9.3	
380-20	Yard	GAY YL.....	20.4	Y

Gay Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—GAY BRANCH

Maximum speed, (yard limits)	25	3.1 and Gay.	15
Between Mile Posts—0.0 and 0.2	15		

WESTWARD GOSHEN BRANCH EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
99-169	5830	FIRTH.....D	0.0	P
255-05	880	GOSHEN.....	4.8	
255-12	495	INDIAN.....	12.4	
255-15	200	HACKMAN (Spur-W).....	15.3	
255-18	1430	AMMON.....	18.1	
264-03		LINCOLN JCT.....	21.6	

SPEED RESTRICTIONS—GOSHEN BRANCH

Maximum speed.	25	4.4 and 4.6.	10
Between Mile Posts 0.0 and 0.1.	10	21.4 and 21.6.	10

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD **IDAHO-ABERDEEN BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
256-07		ABERDEEN JCT.		0.0	
259-04	1485	4.3 ROCKFORD		4.3	
259-06	880	1.6 LIBERTY		5.9	
259-10	1485	4.4 PINGREE		10.3	
259-17	1430	6.2 SPRINGFIELD		16.5	
259-20	825	3.2 STERLING		19.7	
259-28	1760	8.5 ABERDEEN.....D		28.2	Y

SPEED RESTRICTIONS—ABERDEEN BRANCH

Maximum speed.	25	Cars exceeding gross weight of 240,000.	15
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WESTWARD **YELLOWSTONE BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	SECOND CLASS		Time-Table No. 2		Mile Post	SECOND CLASS		Rule 6(B)
		477 Local Freight	Daily Except Sunday	478 Local Freight	Daily Except Sunday				
99-185	Yard	6.00 AM		IDAHO FALLS YL ...DN-R		0.0	A 4.40 PM	FP TY P	
26-003	825	6.10		ORVIN YL		3.0	4.25	P	
26-004				0.7 ST. LEON (Spur-E)		3.7			
26-008	2805	6.23		3.9 UCON		7.6	4.15	P	
26-013				4.9 GARRY (Spur-E)		12.5			
26-014	2530	6.42		1.3 RIGBY.....D		13.8	4.00	P	
26-018	1705	6.50		4.3 LORENZO		18.1	3.45	P	
26-021	1155	6.57		2.6 THORNTON		20.7	3.35		
26-022				1.3 MARK		22.0			
26-026	3135	7.10		4.0 REXBURG.....D		26.0	3.20	P	
26-030	2420	7.20		3.8 SUGAR CITY.....D		29.8	3.10		
26-031	1705			0.9 HART		30.7		Y	
26-032				0.6 WAMAR (Spur-E)		31.3			
26-037	5225	7.35		5.5 ST. ANTHONY YL.....D		36.8	2.55	PY	
26-038				1.5 BELT YL		38.3			
26-051	2145	A 8.10 AM		12.7 ASHTON YL.....D-R		51.0	2.20 PM	PY	
26-058	1320			7.2 WARM RIVER		58.2			
26-067	1045			8.7 GERRIT		66.9			
26-073	1320			5.6 PINEVIEW		72.5			
26-081	715			8.1 ISLAND PARK		80.6			
26-091	1155			10.1 BIG SPRINGS		90.7		Y	
26-097	1045			6.5 REAS PASS		97.2			
26-107	1320			9.4 WEST YELLOWSTONE		106.6		Y	

Yellowstone Branch yard limits are continuous from M.P. 0.0 to M.P. 3.0 and from M.P. 34.7 to M.P. 38.4.

SPEED RESTRICTIONS—YELLOWSTONE BRANCH

Between Idaho Falls and Ashton.	40	Between Mile Posts—55.4 and 55.7.	15
Between Ashton and Gerrit.	25	59.6 and 62.8.	15
Between Gerrit and Big Springs.	35	62.7 and 63.0. Tunnel	10
Between Big Springs and West Yellowstone.	25	63.0 and 65.9.	15
Rexburg, Sugar City and St. Anthony, over streets	20	72.9 and 73.2.	25
St. Anthony, over highway crossing just west of depot.	20	74.0 and 74.2.	25
		85.2 and 85.5.	25
		86.4 and 87.0.	15
		92.1 and 95.0.	15
		99.9 and 100.8.	15

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD **IDAHO EAST BELT BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
26-003	825	ORVIN YL		0.0	PY
264-00		0.4 KEN YL (Spur-W)		0.4	
264-02	1045	1.8 LINCOLN YL		2.2	
264-03		0.8 LINCOLN JCT. YL		3.0	
264-06	2145	2.3 IONA		5.3	
264-14	330	8.7 MIKAMI (Spur-E)		14.0	
264-16	990	2.2 RIRIE.....D		16.2	
264-21	495	5.0 BYRNE		21.2	
264-26	495	4.3 JENSON		25.5	
264-28	670	1.8 HILLTOP (Spur-E)		27.3	
264-28	1100	0.8 WALKER		28.1	
264-32	1870	4.1 PARKINSON		32.2	
264-34	495	2.1 MOODY		34.3	
264-38	550	3.7 NEWDALE.....D		38.0	
26-038		6.3 BELT		44.3	

East Belt Branch yard limits are continuous from M.P. 0.0 to M.P. 3.2.

SPEED RESTRICTIONS—EAST BELT BRANCH

Maximum speed.	40	18.8 and 19.0.	25
Between Mile Posts—4.7 and 4.9.	20	19.5 and 24.0.	20
16.0 and 16.3.	20	28.0 and 28.7.	35
		30.2 and 37.7.	25
		43.9 and Belt.	20

WESTWARD **WEST BELT BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
26-008	2805	UCON		0.0	P
262-03	880	2.6 COLTMAN (Spur-E)		2.6	
262-05	825	2.0 GRANT (Spur-E)		4.6	
262-07	770	2.2 BARLOW		6.8	
262-09	1045	1.9 LEWISVILLE		8.7	
262-10	880	0.9 MIDWAY		9.6	
262-11	1815	0.8 MENAN.....D		10.4	
262-27	825	16.3 EDMONDS		26.7	
262-29	495	2.5 EGIN		29.2	
262-34	880	4.1 PARKER		33.3	
262-35	220	1.9 PYKE (Spur-E)		35.2	
26-037	5225	3.3 ST. ANTHONY YL.....D		38.5	PY

SPEED RESTRICTIONS—WEST BELT BRANCH

Maximum speed.	25	2.7 and 3.0.	20
Cars exceeding gross weight of 240,000 pounds.	15	8.5 and 8.7.	20
Between Mile Posts—0.0 and 0.3.	20	35.2 and St. Anthony.	20
		Highway Crossing M.P. 37.44.	5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

IDAHO
MACKAY BRANCH

WESTWARD EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
99-158	3685	BLACKFOOT YL .....DN-R	0.0	PY
256-02	4675	2.9 COLLINS YL	2.9	
256-04	495	0.9 AIKEN YL	3.8	
256-04	330	0.5 CLARKSON YL	4.3	
256-05	1430	1.3 MORELAND YL	5.6	
256-07		1.5 ABERDEEN JCT. YL	7.1	
256-08	165	0.5 ROUSE (Spur-E)	7.6	
256-14	55	6.5 HAVENS (Spur-E)	14.1	
256-16	605	1.8 OLSEN (Spur-E)	15.9	
256-19	495	2.9 FULLMER (Spur-E)	18.8	
256-20	1540	1.3 TABER	20.1	
256-40	1650	19.6 SCOVILLE	39.7	Y
256-59	1760	19.4 ARCO.....D	59.1	Y
256-67	990	7.6 MOORE	66.7	
256-77	220	10.6 LESLIE	77.3	
256-85	3190	8.0 MACKAY	85.3	Y

Mackay Branch yard limits are continuous from M.P. 0.0 to M.P. 7.1.

SPEED RESTRICTIONS—MACKAY BRANCH

Between Blackfoot and M.P. 60.0.	25	Cars exceeding gross weight 240,000 pounds between Blackfoot and M.P. 60.0.	
Spurs at Collins.	10		
Between M.P. 60.0 and Mackay.	15		15

IDAHO
TETON VALLEY BRANCH

WESTWARD EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(B)
		STATIONS		
26-051	2145	ASHTON YL .....D-R	0.0	PY
265-02	880	1.7 MARYSVILLE	1.7	
265-06	1540	4.3 GRAINVILLE	6.0	
265-09	1045	2.5 DRUMMOND	8.5	
265-13	550	4.2 FRANCE	12.7	
265-16	1540	3.0 LAMONT	15.7	
265-22	550	6.5 JUDKINS (Spur-W)	22.2	
265-26	990	4.0 FELT	26.2	
265-30	1045	4.1 TETONIA.....D	30.3	PY
265-37	1430	6.9 DRIGGS.....D	37.2	P
265-42	550	5.0 FOX CREEK	42.2	
265-46	880	3.4 VICTOR.....D	45.6	PY

SPEED RESTRICTIONS—TETON VALLEY BRANCH

Maximum speed.	25	Between Mile Posts— 19.0 and 19.3.	
Bridges 4.52, 6.98 and 19.97.	12		
		25.0 and 25.4.	15

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. Rating shown is for single unit. If more than one unit, rating of combined units will govern. Where no ratings shown car limit applies.

Granger to Kemmerer	6020	70-98B 5000 HP EMD DD35	620	4370	4370	3955	6900	5335	2910	4370	6400	2910	6900	1900	3520	4100	2415	4200	6900-6946 6600 HP DD40X	5790	5125	5125	3785	6640	5125	2720	5125	5790	2720	6640	1765	3210	3750	1950	4150		
Kemmerer to Fossil	4370																			5000-5039 5000 HP U50C	4270	3775	3775	2785	4900	3775	1910	3800	4270	1910	4900	1290	2360	2750	1425	3055	
Pocatello to McCammon	4370																			3600-3649 3000 HP SD 45	4935	4370	4370	3240	5655	4370	2235	4370	4050	2235	5655	1530	2755	3190	1658	2900	
McCammon-Kemmerer	3955																			8000-8064 3000-3049 3000 HP SD40	4965	4400	4400	3260	5690	4400	2250	4400	5267	5690	1540	2770	3270	1790	3575		
Pocatello to Michaud	6900																			2810-2819 3000 HP U30C	5265	4665	4665	3455	6035	4665	2390	4665	5265	2390	6035	1635	2940	3270	1805	3785	
Michaud to Shoshone	5335																			2000-2059 2000 HP GP38	3140	2780	2780	2060	3600	2780	1500	2780	3250	1500	3600	1070	1800	2690	1255	2260	
Glenns Ferry to Ticeska	2910																			1400-1409 1400 HP 2500 HP SDP 35	3660	3240	3240	2390	4200	3240	1750	3240	3660	1750	4200	1225	2025	2370	1445	2625	
Ticeska to Dietrich	4370																			740-763 2250 HP EMD GP35	3010	2665	2665	1975	3600	2665	1430	2760	3400	3500	1000	1755	2650	1205	2165		
Dietrich to Pocatello	6400																			700-739B 800-875 2250 HP EMD GP30	2945	2610	2610	1935	3500	2610	1400	2700	3300	3380	950	1720	2550	1180	2120		
Glenns Ferry to Reverse	2910																			400-448 2400 HP EMD SD24	4060	3595	3595	2655	4700	3595	1945	3595	3985	4660	1400	2360	2800	1610	2910		
Nampa to Orchard	6900																			400-349B 1750 HP EMD GP9 470-499 GP20 2000 HP	2630	2330	2330	1725	3300	2400	1265	2390	3000	3015	850	1530	1800	1045	1890		
Dubois to Monida	1900																			130-129 1500 HP EMD GP7 450-459 SD7	2260	2000	2000	1475	3090	2000	1080	2100	2500	2590	750	1310	1450	890	1615		
Dillon to Feely	3520																			100-129 1500 HP EMD GP7 450-459 SD7	2260	2000	2000	1475	3090	2000	1080	2100	2500	2590	750	1310	1450	890	1615		
Silver Bow to Butte	4100																																				
Silver Bow to Apex	2415																																				
Apex to Monida	4200																																				

OREGON

WESTWARD FIRST SUBDIVISION EASTWARD

(MOUNTAIN TIME)

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1386	Yard	HUNTINGTON	D-R	389.8	P
1391	5215	LIME		384.3	P
1398	5295	WEATHERBY		377.4	P
1403	2875	NELSON		372.6	P
1407	9960	DURKEE		368.7	P
1414	5290	OXMAN		361.3	P
1420	6535	PLEASANT VALLEY		355.2	P
1424	10245	ENCINA		351.9	P
1428	5270	QUARTZ		347.5	P
1434	10495	BAKER	D	341.8	PY
1438	5190	WING		337.7	P
1444	5215	HAINES		331.9	P
1453	5165	NORTH POWDER		322.2	P
1463	7210	TELOCASET		312.6	PY
1467	5225	CROOKS		308.5	P
1473	5240	UNION JCT.		302.5	PY
1481	5190	LONETREE		294.7	P
1486	Yard	LA GRANDE	DN-R	290.1	FPTY

Note 2 to Rule 99 is in effect on First Subdivision.

SPEED RESTRICTIONS—FIRST SUBDIVISION

LOCATION	Psg.	Frt.	LOCATION	Psg.	Frt.
Maximum Speed.	79	70	343.6 and 345.1.	45	35
La Grande Between M.P. 289.8 and 291.4.	20	20	346.9 and 347.2.	70	60
Union Jct. Between Mile Posts— 302.6 and 303.2.	65	55	Quartz 348.4 and 354.5.	35	30
303.2 and 304.0.	40	30	Pleasant Valley M.P. 355.9 and 364.6.	30	20
304.0 and 307.1.	35	25	366.2 and 366.6.	70	60
307.1 and 307.7.	40	30	Durkee 370.7 and 371.1.	70	60
308.7 and 311.9.	40	30	372.7 and 377.3.	35	30
311.9 and 314.3.	55	40	377.3 and 383.2.	35	35
315.4 and 316.0.	40	30	383.8 and 388.4.	35	30
316.0 and 319.5.	35	25	Lime High line track and connection.		10
321.3 and 321.6.	70	55	388.4 and 389.9.	45	40
Baker 341.1 and 342.7.	50	50	Huntington Thru siding.	15	15
West Leg of Wye, Elling- son Spur and Industry Spur.	5	5			

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Idaho Division must receive Idaho Division clearance in addition to Oregon Division clearance at La Grande and need not receive clearance at Huntington.

Only trains which originate or terminate at Huntington need receive clearance or register at Huntington.

WORK SAFELY!

OREGON

WESTWARD SECOND SUBDIVISION EASTWARD

(PACIFIC TIME)

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1486	Yard	LA GRANDE	DN-R	290.1	FPTY
1494	7270	HILGARD		282.2	P
1500	6935	MOTANIC		275.6	P
1504		NORDEEN		272.1	P
1504	C6965	KAMELA		271.0	PY
1507		ROSS		268.3	P
1511	5165 5015	MEACHAM		265.5	P
1518	6670	HURON		258.0	P
1522	6085	CAMP		254.3	P
1527	6055	DUNCAN		248.5	P
1536	4825	BONIFER		239.5	P
1538	5090	GIBBON		236.9	PY
1546	5765	HOMLY		229.6	P
1548	2290	CAYUSE		227.2	P
1551	5625	MINTHORN		224.9	P
1555	1295	MISSION		221.0	P
1557	5662	MUNRA		219.0	P
1560	7935	PENDLETON	D	215.7	P
1562	6530	PENDAIR		213.7	P
1564	7615	RIETH		212.1	P
1567	6390	BARNHART		208.1	P
1577	6395	NOLIN		199.0	P
1583	6290	ECHO		192.5	P
1587		STANFIELD		188.4	P
1591	Yard	HINKLE	DN-R	184.2	FPY

Note 2 to Rule 99 is in effect on Second Subdivision.

SPEED RESTRICTIONS—SECOND SUBDIVISION

LOCATION	Psg.	Frt.	LOCATION	Psg.	Frt.
Maximum Speed. Between Hinkle and Pendleton.	79	65	Over street crossings. M.P. 216.0 and 216.7.	20	20
Between Pendleton and La Grande.	79	60	216.7 and 217.6.	35	35
Hinkle Between Mile Posts— 184.4 and 191.8.	60	50	217.7 and 218.9.	50	45
Echo Over street crossings. Between M.P. 191.8 and 192.2.	50	50	Munra 220.1 and 220.5.	50	40
193.4 and 194.5.	50	40	222.7 and 223.8.	35	25
195.4 and 195.6.	60	45	Minthorn 226.0 and 226.2.	70	60
196.7 and 198.2.	55	45	227.3 and 231.6.	40	30
198.5 and 198.7.	45	35	232.5 and 234.0.	55	45
200.7 and 201.6.	60	50	236.6 and 237.9.	35	25
202.3 and 204.5.	60	45	238.2 and 239.3.	50	40
205.3 and 206.2.	70	55	239.7 and 242.0.	30	25
206.7 and 206.9.	60	50	242.4 and 243.3.	60	45
208.9 and 210.9.	55	40	244.0 and 244.8.	45	35
212.8 and 214.1.	55	40	245.7 and 246.1.	60	45
214.1 and 215.6.	20	20	247.3 and 257.2.	35	30
Pendleton Over street crossings M.P. 215.6 and 216.0.	12	12	257.2 and 282.0.	25	20
			Hilgard 282.5 and 289.0.	30	25
			La Grande 289.8 and 291.4.	20	20

OREGON
WESTWARD **PILOT ROCK BRANCH** EASTWARD
(PACIFIC TIME)

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1564	7615	RIETH	0.0	P	
301-03	185	2.1 MCBEE (Spur-E)	2.1		
301-07	1170	3.9 SPARKS	6.0		
301-15	975	8.0 PILOT ROCK	14.0		
		D			

Movements on Pilot Rock Branch are governed by Staff Systems. Staff located in staff box adjacent to Junction Switch at Rieth. See Special Rule 300 (R) Page 50.

SPEED RESTRICTIONS—PILOT ROCK BRANCH

Maximum Speed.	25	6.9 and 7.1.	20
Between Mile Posts— 0.0 and 0.7.	15	10.7 and 11.3.	15
		13.0 and End of Track.	15

WESTWARD **JOSEPH BRANCH** EASTWARD
(PACIFIC TIME)

Station Numbers	Length of Sidings Feet	SECOND CLASS		Time-Table No. 2	Mile Post	SECOND CLASS		Rule 6(B)
		305	Monday Wed. Friday			304	Sunday Tuesday Thurs.	
300-84	1960	7.00 AM		JOSEPH YL	83.3	A 1.50 PM	Y	
300-78	1655	7.30		5.7 ENTERPRISE	77.6	1.25		
300-75	300			2.4 FREELS (Spur-W)	75.2			
300-68	1885	8.05		7.7 LOSTINE	67.5	12.50		
300-60	2405	8.30		8.0 WALLOWA	59.5	12.25 PM	Y	
300-57	800			3.2 SEVIER (Spur-W)	56.3			
300-48	300			8.3 HARRIS	48.0			
300-47	720	9.00		1.3 MINAM	46.7	11.55 AM		
300-41	300			6.5 VINCENT (Spur-E)	40.2			
300-40	3940	9.35		0.8 KIMMELL	39.4	11.25		
300-34	2080	9.50		5.8 LOOKING GLASS	33.6	11.05		
300-25	1650	10.35		8.7 GULLING	24.9	10.35		
300-21	1805	11.05		4.3 ELGIN YL	20.6	10.20	Y	
300-12	950	11.30		8.6 IMBLER	12.0	9.55		
300-08	995	11.45 AM		3.9 ALICEL	8.1	9.40		
300-06	360			2.5 CONLEY	5.6			
300-04	2000			1.9 BAUM YL	3.7			
300-03	300			1.5 ISLAND CITY YL	2.2			
1486	Yard	A 12.25 PM		2.2 LA GRANDE YL	0.0	9.00 AM	FP TY	

Joseph Branch yard limits are continuous from M.P. 0.0 to M.P. 4.75.

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

SPEED RESTRICTIONS—JOSEPH BRANCH

Maximum Speed.	40	64.4 and 65.2.	20
Between Mile Posts— 0.0 and 0.3.	15	67.0 and 67.1.	30
		69.9 and 70.6.	30
15.6 and 19.1.	15	71.8 and 72.8.	25
21.1 and 21.9.	20	75.0 and 76.6.	25
23.6 and 25.6.	20	78.1 and 81.8.	25
25.6 and 56.0.	15	82.5 and 83.6.	15

OREGON
WESTWARD **THIRD SUBDIVISION** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1591	Yard	HINKLE	184.2	FPY	
1597		6.5 ORDNANCE	177.7	P	
1600	8785	1.8 MUNLEY	175.9	P	
1605	6465	6.1 CLARKE	169.8	P	
1612	9844	5.0 BOARDMAN	164.2	P	
1617	9735	7.5 CASTLE	156.7	P	
1627	9735	9.8 HEPPNER JCT.	146.9	P	
1638	9962	8.2 ARLINGTON	138.7	P	
1646	9747	9.9 BLALOCK	128.8	P	
1652	9740	7.9 QUINTON	120.9	P	
1661	10795	8.3 GOFF	112.6	P	
1666	1375	3.9 RUFUS	108.7	P	
1672	6402	5.5 BIGGS	103.2	P	
1675	2585	2.8 MILLER	100.4	X	
1680		5.5 OREGON TRUNK JCT.	94.9	PX	
1684	3500	3.0 DUNE	91.9	P	
1688	3460	4.7 SEUFERT YL (Spur-W)	87.2		
1691	Yard	2.3 THE DALLES YL	84.9	FPTX	

Rules 251 to 254 inclusive apply between Biggs and The Dalles.

Note 2 to Rule 99 is in effect on Third Subdivision.

NOTE—Distance between M.P. 165 and M.P. 166, between Boardman and Clarke is 0.36 mile.

SPEED RESTRICTIONS—THIRD SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	Psg.	Frt.		Psg.	Frt.
Maximum Speed.	79	70	98.8 and 99.3.	60	50
Between Mile Posts— 84.8 and 85.1.	25	25	104.5 and 104.9.	70	60
87.3 and 88.2.	75	65	113.4 and 114.7.	70	60
96.5 and 97.8.	75	65	181.8 and 182.0.	60	50

CLEARANCE AND REGISTER EXCEPTIONS

Third Subdivision:

Trains to or from Heppner or Condon Branches need not receive clearance at Heppner Jct. or Arlington.

Trains enroute to Bend Branch must receive B.N. clearance at The Dalles.

Only trains which originate or terminate at The Dalles need register at The Dalles.

WESTWARD **UMATILLA BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1591	Yard	HINKLE YL	0.0	FPY	
349-04	4675	4.1 HERMISTON YL	4.1		
349-11		6.1 UMATILLA YL	10.2	Y	
349-18		6.8 IRRIGON YL	17.0		

Umatilla Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—UMATILLA BRANCH

Maximum Speed.	25	Hermiston Street Crossing. MP. 3.8.	10
Between Mile Posts— 0.0 and 0.1.	10	10.2 and 10.5.	15
2.3 and 3.7.	15		

OREGON
WESTWARD **FOURTH SUBDIVISION** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(B)
		STATIONS			
1691	Yard	THE DALLES YL .....DN-R		84.9	FPTX
1694		3.2 CRATES.....		81.7	PI
1700	6615	5.1 ROWENA.....		76.6	P
1706	6385	7.5 MOSIER.....		69.1	P
1712	5070	6.0 HOOD RIVER.....D		63.1	P
1716	6365	4.4 MENO.....		58.7	P
1726	6340	8.5 WYETH.....		49.8	P
1733	6752	6.8 CASCADE LOCKS.....D		43.0	P
1737	5950	4.3 BONNEVILLE.....		38.7	P
1741	6480	5.0 DODSON.....		33.7	P
1749	6360	7.0 BRIDAL VEIL.....		26.7	P
1753	6375	4.2 ROOSTER ROCK.....		22.5	P
1760	2850	6.9 TROUTDALE.....DN		15.6	IP
3-1762	2664	2.7 FAIRVIEW.....		12.9	P
3-1764	2950	1.1 ROCKWOOD.....		11.8	P
3-1768	2430	4.0 CLARNIE.....		7.8	P
3-1771	1375	3.4 GRAHAM YL.....		4.4	P
2-1781		3.8 EAST PORTLAND YL.....DN		0.6	IPY
1760	6045	0.6 TROUTDALE VIA KENTON YL		22.0	IP
1762	2210	2.0 REYNOLDS YL.....		20.0	P
1765	2480	3.0 HEMLOCK YL.....		17.0	P
1769		4.6 FIR YL.....		12.4	P
1775	Yard	4.7 KENTON YL.....		7.7	P
1776		2.1 PENINSULA JCT. YL.....		5.6	PY
2-1778		1.6 ST. JOHNS JCT. YL.....		4.0	P
2-1780	Yard	2.4 ALBINA YL.....R		1.6	FPT
2-1781		1.0 EAST PORTLAND YL DN		0.6	IPY
3-1775		0.6 PORTLAND YL.....		0.0	IP
		1.0 VIA GRAHAM (84.5)			
		0.9 VIA KENTON (90.9)			

Rules 251 to 254 inclusive apply between Crates and The Dalles.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Yard limits are continuous from Albina to Troutdale via Kenton.

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

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

Note 2 to Rule 99 is in effect on Fourth Subdivision.

On single track eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

CLEARANCE REQUIREMENTS

All trains departing Albina need not receive clearance at Albina. Eastward trains via Graham must receive clearance at East Portland. Eastward trains via Kenton must receive clearance at Troutdale.

**SAFETY IS FREE
USE IT ABUNDANTLY**

OREGON
SPEED RESTRICTIONS—FOURTH SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	Psgr.	Frts.		Psgr.	Frts.
Maximum Speed.	79	65	Bridal Veil	60	50
Portland			27.5 and 29.4.	60	50
Union Station, on all tracks P.T.R.R.Co. Yard and through interlocking	6	6	30.2 and 31.4.	60	50
East Portland—Via Kenton Between Mile Posts—0.4 and 0.7. Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	31.7 and 32.8.	65	55
Between Mile Posts—1.4 and 1.6. Over street crossings.	10	10	Dodson		
Kenton Over Columbia Boulevard, near Peninsula Jct. M.P. 5.6.	25	25	35.5 and 37.3.	55	45
East Portland—Via Graham 1.0 and 2.7.	35	25	38.2 and 39.9.	60	50
7.0 and 7.6.	50	40	41.4 and 42.5.	30	20
Clarnie 10.9 and 13.2.	60	50	42.5 and 45.0.	50	40
13.2 and 13.5.	50	40	45.0 and 49.0.	55	45
14.8 and 18.5.	55	45	49.5 and 58.5.	60	50
20.1 and 22.4.	60	50	Meno		
Rooster Rock 23.8 and 24.0.	50	40	59.4 and 61.9.	50	35
24.8 and 25.9.	60	50	Hood River		
			61.9 and 64.3.	35	35
			64.3 and 66.4.	55	45
			66.4 and 66.7.	45	35
			67.1 and 68.2.	55	45
			68.4 and 70.3.	40	30
			70.4 and 72.7.	50	40
			73.7 and 75.0.	60	50
			75.1 and 75.9.	55	45
			76.3 and 77.0.	60	50
			77.5 and 78.2.	65	55
			79.0 and 81.2.	55	45
			81.8 and 82.1.	60	50
			The Dalles		
			Over street crossings.		
			M.P. 84.3 and 84.7.	12	12
			84.8 and 85.1.	25	25

WESTWARD **BEND BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(A)
		STATIONS			
1680		OREGON TRUNK JUNCTION ...		0.0	JPXY

Between Oregon Trunk Junction and Bend, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

32-151		BEND	C-R	150.0	BFJKP TWYZ
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Bend Branch shown for Information only.

Station Nos. (Distance from Oregon Trunk Jct.)	STATIONS	
32-063	Nena	"
32-070	Dixon	"
32-073	Dant	"
32-080	Kaskela	"
32-085	South Junction	"
32-093	Gateway	"
32-099	Paxton	"
32-104	Madras	"
32-005	Moody	"
32-017	Lockit	"
32-026	Dike	"
32-029	Sinamox	"
32-039	Oakbrook	"
32-047	Sherar	"
32-050	Tuskan	"
32-054	Maupin	"
32-054	Cambrai	"
32-063	Nena	"
32-070	Dixon	"
32-073	Dant	"
32-080	Kaskela	"
32-085	South Junction	"
32-093	Gateway	"
32-099	Paxton	"
32-104	Madras	"
32-107	Agency	"
32-109	Metolius	"
32-114	Culver	"
32-121	Opal City	"
32-129	Terrebonne	"
32-132	Prineville Jct.	"
32-134	Redmond	"
32-143	Des Chutes	"
32-151	Bend	"

OREGON
WESTWARD **HEPPNER BRANCH** EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
302-45	2260	HEPPNER.....D	45.2	
302-36	1210	8.9 LEXINGTON.....	36.3	
302-31	443	5.3 JORDAN.....	31.0	
302-28	890	2.7 IONE.....	28.3	
302-25	195	3.1 McNAB.....	25.2	
302-20	805	5.4 MORGAN.....	19.8	
302-14	330	5.2 CECIL.....	14.6	
1627	9735	14.6 HEPPNER JCT.....	0.0	P

Movements on Heppner Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Heppner Jct. See Special Rule 300 (R) Page 50.

SPEED RESTRICTIONS—HEPPNER BRANCH

Maximum Speed.	25	17.9 and 19.0.	20
Between Mile Posts— 0.0 and 0.3.	15	20.7 and 22.7.	15
16.0 and 16.2.	20	31.5 and 31.7.	20
		44.7 and end of track	15

WESTWARD **CONDON BRANCH** EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(B)
	Feet			
303-45	1410	CONDON.....	44.5	Y
303-37	1250	8.2 GWENDOLEN.....	36.3	
303-29	1490	7.7 CLEM.....	28.6	
303-25	1490	4.2 MIKKALO.....	24.4	
303-16	635	8.4 ROCK CREEK.....	16.0	
303-08	1465	8.7 SHUTLER.....	7.3	
1638	9960	7.3 ARLINGTON.....	0.0	P

Movements on Condon Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Arlington. See Special Rule 300 (R) Page 50.

SPEED RESTRICTIONS—CONDON BRANCH

Maximum Speed.	25	25.5 and 25.8.	15
Between Mile Posts— 0.0 and 0.4.	15	27.8 and 28.9.	15
15.4 and 16.1.	20	29.9 and 31.3.	20
16.1 and 16.2.	10	33.0 and 33.4.	15
16.2 and 18.6.	15	On Descending Grade Between— 33.8 and 24.4.	15
On Descending Grade Between— 19.2 and 16.2.	15	34.3 and 35.2.	15
21.2 and 22.0.	15	44.0 and End of Track.	15

**SAFETY BEGINS
WITH YOU**

OREGON
WESTWARD **FIFTH SUBDIVISION** EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2 STATIONS	Mile Post	Rule 6(A)
	Feet			
1954		SEATTLE.....	183.1	Y
1951		3.1 ARGO.....C-R	180.0	BFIJKO PTWYZ
		6.3 C.M.St.P. & P.& P.C. CROSSING.....	173.7	I
1945	1300 3235	0.0 BLACK RIVER.....C-R	173.7	IJYP
		26.3		

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

1918		A. B. S. { TACOMA JCT.....C	147.4	IJYP
1917		0.7 RESERVATION.....C	146.7	IJYP
		0.2 B. N. CROSSING.....	146.5	U
		0.1 B. N. CROSSING.....	146.4	U
		1.7 U. P. JCT.....C	144.7	IJYP
		136.0		

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

1780		VANCOUVER.....C	8.7	
1778		1.9 NORTH PORTLAND JCT....C	6.8	IJYP
2-1780		5.2 ALBINA.....R	1.6	BFKPQ TWYZ
		(181.5)		

Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct. Yard limits are continuous from Black River to Seattle.

Between Argo and Seattle Union Station there is no Main Track. For movements between these locations Rule 105 governs, and maximum speed of 15 MPH must not be exceeded.

CLEARANCE AND REGISTER REQUIREMENTS

All trains departing Albina need not receive clearance at Albina.

All eastward trains must receive clearance at Reservation.

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

Conductors of all trains may register by register ticket per Operating Rule 83(A) at Black River.

SPEED RESTRICTIONS—FIFTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum Speed.	35	Black River	
Tacoma		Through P.C.-U.P. crossover	
Between Mile Posts— 145.1 and 146.0. On curves between Jct. Switch 15th Street and Reservation	10	switches within interlocking M.P. 173.7.	15
Reservation		Seattle	
146.0 and 147.3. On curves between Reservation Tower and Tacoma Jct.	15	Over street crossings, including Military Road.	20
		Argo	
		Through interlocking.	15

STATION NUMBERS—FIFTH SUBDIVISION

1783 Vancouver Jct.	1851 Napavine	1903 Pioneer
1794 Ridgefield	1858 Chehalis	1906 Titlow
1799 Woodland	1862 Centralia	1914 McCarver St.
1807 No. Pac. Grain	1864 Wabash	1916 Tacoma
1809 Kalama	1869 Bucoda	1924 North Puyallup
1815 Longview Jct.	1872 Tenino Junction	1925 Sumner
1-1819 Longview	1873 Tenino	1928 Benroy
1819 Kelso	1881 East Olympia	1933 Auburn
1820 Rocky Point	1886 Kyro	1938 Kent
1822 Ostrander	1888 St. Clair	1940 Graystone Spur
1828 Castle Rock	1892 Nisqually	1943 Andover Pass
1835 Olegua	1898 Ketron	1943 Tukwila
1838 Vader	1900 Steilacoom	1944 Concora Pass
1845 Winlock	1901 West Tacoma	

WESTWARD  OREGON GRAYS HARBOR BRANCH

Station Numbers	Length of Sidings	SECOND CLASS		Time-Table No. 2
		307	309 CMStP&P	
	Feet	Daily Except Sunday	Daily Except Sunday	STATIONS
1862	Yard	12.01 AM		CENTRALIA...C-R 2.4

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

Time shown at Centralia is for information only.

306-02	Yard	12.15 AM		BLAKESLEE JUNCTION..... 0.0
				B. N. CROSSING..... 0.0
				C. M. St. P. & P. CROSSING..... 0.8
306-03	395			RAISCH..... 1.9
306-05	1330	12.25		GALVIN..... 7.1
306-12		12.50	12.01 AM	HELISING JUNCTION.....R 1.5
306-14	2650	12.55	12.05	INDEPENDENCE..... 8.3
306-22	2690	1.20	12.30	CEDARVILLE..... 9.2
306-31	2325	1.45	12.55	SAGINAW..... 1.4
306-33	1120	1.50	1.00	SOUTH ELMA..... 10.0
306-42	2720	2.25	1.35	SOUTH MONTESANO..... 1.3
307-02				MONTESANO..... 1.3
	2720	2.25	1.35	SOUTH MONTESANO..... 8.6
306-51	1895	3.00	2.05	COSMOPOLIS..... 2.0
306-53				SOUTH ABERDEEN JCT..... 0.1
				B. N. CROSSING..... 0.6
306-54	Yard	A 3.10 AM	A 2.35 AM	ABERDEEN.....O-R 3.6

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

Time shown at Hoquiam is for information only.

306-58	Yard	A 3.30 AM	A 3.05 AM	HOQUIAM.....O-R
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SPEED RESTRICTIONS—GRAYS HARBOR BRANCH

Maximum Speed.	40	50.9 and 52.1.	15
Between Mile Posts— 1.0 and 1.3.	15	50.9 and 52.1. When handling logs.	8
4.3 and 7.5.	25	Aberdeen	
8.7 and 12.1.	25	52.1 and 52.7. City Limits.	20
14.0 and 15.3.	20	52.7 and 56.7. Street Crossings.	10
15.3 and 19.8.	25	M.P. 53.1. Boone St. Crossing.	5
32.9 and 49.8.	25		

SAFETY IS ALWAYS
IN SEASON

OREGON GRAYS HARBOR BRANCH  EASTWARD

Time-Table No. 2	Mile Post	SECOND CLASS		Rule 6(A)
		306	308 CMStP&P	
STATIONS		Daily Except Sunday	Daily Except Sat.	
CENTRALIA.....C-R 2.4	0.0	A 7.30 PM		BFJK TWYZ

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

Time shown at Centralia is for information only.

BLAKESLEE JUNCTION.....	2.4	A 7.15 PM		JMY
B. N. CROSSING.....	2.4			M
C. M. St. P. & P. CROSSING.....	2.4			M
RAISCH.....	3.2			
GALVIN.....	5.1	7.05		
HELISING JUNCTION.....R	12.2	6.40	A 7.40 PM	J
INDEPENDENCE.....	13.7	6.35	7.35	
CEDARVILLE.....	22.0	6.10	7.10	
SAGINAW.....	31.2	5.45	6.45	
SOUTH ELMA.....	32.6	5.40	6.40	
SOUTH MONTESANO.....	42.6	5.05	6.05	TY
MONTESANO.....	43.9			JY
SOUTH MONTESANO.....	42.6	5.05	6.05	TY
COSMOPOLIS.....	51.2	4.30	5.30	Y
SOUTH ABERDEEN JCT.....	53.2			JY
B. N. CROSSING.....	53.3			UY
ABERDEEN.....O-R	53.9	4.20 PM	5.20 PM	YZ

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

Time shown at Hoquiam is for information only.

HOQUIAM.....O-R	57.5	4.00 PM	5.00 PM	
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Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

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


WESTWARD  OLYMPIA BRANCH  EASTWARD

Station Numbers	Length of Sidings	Time-Table No. 2	Mile Post	Rule 6(A)
	Feet			
1881		EAST OLYMPIA.....	0.0	JTY
309-02		CAPITOL (Spur-E).....	1.9	Y
309-05	Yard	TUMWATER.....	4.8	Y
		B. N. CROSSING.....	7.3	Y
309-07	Yard	OLYMPIA.....O-R	7.4	BJKT WYZ

Olympia Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—OLYMPIA BRANCH

Maximum Speed.	20	Tumwater	
Between Mile Posts— 0.0 and 0.2.	10	5.0 and 5.8.	15
		5.8 and End of Track.	10

WESTWARD  OREGON SIXTH SUBDIVISION

Station Numbers	Length of Sidings Feet	SECOND CLASS			Time-Table No. 2 STATIONS
		151 Daily	859 Daily	119 Daily	
34-163		10.00 PM A 10.09 PM		12.01 PM A 12.10 PM	A.B.S. { EAST SPOKANE...C-R 2.5 B. N. CROSSING...C 14.5

Between B.N. Crossing and Fish Lake, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

		10.43 PM		12.45 PM		FISH LAKE.....			
77-169	6719	10.50		12.52		CHENEY.....			
77-151	2730					CROSKEY.....			
77-147	4730					WELLS.....			
77-141	2605	11.32 PM		1.33		PALM LAKE.....			
77-129	300					TESKE (Spur-W).....			
77-125	3700	12.01 AM		2.00		MARENGO			
77-111	2660	12.21		2.16		ANKENY.....			
77-103	2065	12.33		2.25		HOOPER JCT.....R			
77-098	200					PARK (Spur-W).....			
77-092	6715	12.52		2.41		JOSO.....			
			10.30 PM			AYER JCT.....			
77-082		1.20	11.00	3.00		AYER.....O-R			
77-076	4370					RUXBY (Spur-E).....			
		1.40	11.16	3.12		MATTHEWS			
77-068	4660					SCOTT.....			
77-062	9752	2.00	11.31	3.23		WALKER.....			
77-052	9710	2.15	11.46 PM	3.36		PAGE.....			
77-044	4440	2.39	12.10 AM	3.48		ASH.....			
	1075					ICE HARBOR (Spur-W).....			
77-039	1410					SUN HARBOR.....			
77-038	4345					HUMORIST.....			
77-034	3970					WALLULA HEIGHTS.....			
77-031	7640	3.05	12.42	4.03		WALLULA (Spur-E).....C-R			
77-029		3.10	12.46	4.06		WALLULA JCT.....			
77-019	7395	3.30	1.05	4.20		JUNIPER.....			
77-009	7490	3.45	1.20	4.30		COLD SPRINGS.....			
1591		A 4.05 AM	A 1.35 AM	A 4.45 PM		HINKLE			
						(189.5)			

CLEARANCE AND REGISTER REQUIREMENTS

All trains must receive clearance at Ayer.

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

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

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

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

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

Eastward B.N. trains leaving U.P. tracks via east leg of wye at Wallula will register by register ticket at Attalia. Conductor of such trains will report arrival at Attalia by telephone to operator, Wallula.

OREGON SIXTH SUBDIVISION  EASTWARD

Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS			Rule 6(A)
		120 Daily	298 Daily	860 Daily	
A.B.S. { EAST SPOKANE...C-R 2.5 B. N. CROSSING...C 14.5	371.7	A 4.45 AM	A 8.35 PM		BFIJKP QTWYZ IJQY
	369.2	4.35 AM	8.10 PM		

Between B. N. Crossing and Fish Lake, trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc.

			4.00 AM	A 7.35 PM		FISH LAKE.....			
	354.7					CHENEY.....			JP
	350.0	3.50	7.25			CROSKEY.....			P
	333.2					WELLS.....			P
	328.9					PALM LAKE.....			P
	322.6	3.15	6.25			TESKE (Spur-W).....			P
	310.6					MARENGO			JPT
	306.5	2.55	5.55			ANKENY.....			P
	293.0	2.38	5.32			HOOPER JCT.....R			JPT
	285.0	2.29	5.20			PARK (Spur-W).....			
	279.3					JOSO.....			P
	273.8	2.13	5.00			AYER JCT.....		A 9.15 PM	IJP
	269.7					AYER.....O-R		9.05	BKPI TWYQ
	267.9	1.55	4.30			RUXBY (Spur-E).....			
	260.2					MATTHEWS			
	256.7		1.40	4.06	8.40	SCOTT.....			P
	252.1					WALKER.....			P
	246.7	1.25	3.51	8.25		PAGE.....			P
	236.9	1.10	3.36	8.10		ASH.....			P
	228.2	12.57	3.10	7.45		ICE HARBOR (Spur-W).....			
	226.0					SUN HARBOR.....			
	224.1					HUMORIST.....			
	222.6					WALLULA HEIGHTS.....			
	218.0					WALLULA (Spur-E).....C-R			JPTYQ
	215.2	12.42	2.50	7.25		WALLULA JCT.....			JPTY
	213.5	12.39	2.45	7.20		JUNIPER.....			P
	203.3	12.25	2.30	7.02		COLD SPRINGS.....			P
	193.3	12.15	2.15	6.45		HINKLE			BFIJKP QTWYZ
	184.2	12.01 AM	2.00 PM	6.30 PM		(189.5)			

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

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

Speed Restrictions for Sixth Subdivision. See Page 34.

Mileage Equation=M.P. 269.69 Equals M.P. 267.64.

OREGON

SPEED RESTRICTIONS—SIXTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum Speed.	60	244.5 and 245.7.	45
Hinkle		248.2 and 248.5.	55
Between Mile Posts— 183.7 and 184.7. West and East legs of Wye.	20	Between east yard limit Ayer and Ayer Jct.	40
Cold Springs 200.7 and 201.0.	50	271.6 and 273.0.	20
Juniper 209.2 and 210.2.	35	275.1 and 282.2.	45
210.2 and 211.7.	40	Hooper Jct. 286.2 and 286.5.	50
Wallula Jct. 214.2 and 215.6 over manual switches.	20	290.7 and 291.1.	50
Wallula 219.7 and 220.0.	40	291.9 and 292.3.	35
221.6 and 222.0.	50	294.4 and 294.5.	45
Humorist 226.7 and 227.0.	50	295.4 and 297.0.	50
Ash 229.3 and 229.6.	50	305.6 and 305.9.	40
230.6 and 232.3.	35	Marengo 308.6 and 309.0.	50
234.2 and 234.6.	50	Cheney 350.0 and 351.8. Within city limits.	35
235.4 and 236.0.	45	352.8 and 353.5.	45
Page 238.4 and 239.0.	45	Fish Lake M.P. 354.7 through turn-out.	30
239.7 and 240.1.	50	B. N. Crossing Through interlocking, M.P. 369.2.	10
		Over street crossings between B. N. Crossing M.P. 369.2 and East Spokane M.P. 371.7.	20

WESTWARD **WALLULA BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(A)
		STATIONS			
346-47	Yard	WALLA WALLA.....O-R		30.8	BJKP TWYZ Y
333-29	375	1.9 COLLEGE PLACE.....		28.9	Y
		0.2 W. W. V. RY. CROSSING.....		28.7	M
333-28	520	0.1 GARRETT.....		28.6	Y
333-24	590	4.6 WHITMAN.....		24.0	
333-19	1550	4.6 LOWDEN.....		19.4	
333-15	6165	4.1 TOUCHET.....		15.3	
333-04		11.5 ZANGAR JCT		3.8	JP

Between Zangar Jct. and Wallula Jct. trains are governed by Operating Rules, Time-Table and Special Instructions of Burlington Northern Inc. except will be governed by Union Pacific R.R. Block and Interlocking Signal Indications.

77-029		3.8 WALLULA JCT	0.0	JPTY
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CLEARANCE REQUIREMENTS

Eastward trains to Wallula Jct. must receive clearance at Wallula and all trains need not receive clearance at Zangar Jct.

SPEED RESTRICTIONS—WALLULA BRANCH

Maximum Speed.			
Maximum Speed.	40	12.6 and 13.6.	35
Between Mile Posts— 3.8 and 4.7.	25	18.5 and 19.1.	25
4.7 and 9.7.	15	24.5 and 24.6.	35
9.7 and 12.1.	25	26.5 and 26.6.	35
12.1 and 12.6.	15	M.P. 28.7.— W. W. V. Ry. Crossing	12

OREGON

WESTWARD **SUNNYSIDE BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2		Mile Post	Rule 6(A)
		STATIONS			
334-64	1960	MIDVALE		0.0	JTY
335-03		2.8 SUNNYSIDE		2.8	Y

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

SPEED RESTRICTIONS—SUNNYSIDE BRANCH

Maximum Speed.	20
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WESTWARD **PENDLETON BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2	Mile Post	SECOND CLASS	Rule 6(A)
		365			366	
		Daily Except Sunday	STATIONS		Daily Except Sunday	
346-79	345		McKAY	78.6		Y
346-76	1200		3.1 MENOKEN	75.5		Y
346-72	1355	12.50 PM	4.2 BOLLES	71.3	A 10.05 AM	JY
346-70	55		1.9 McCALL.....	69.4		
346-67	1310	1.10	2.7 PRESCOTT.....	66.7	9.45	
346-62	410		5.8 ENNIS.....	60.9		
346-54	1105	1.55	7.3 VALLEY GROVE.....	53.6	9.00	
			6.4 B. N. CROSSING.....	47.2		U
346-47	Yard	A 2.25 PM	0.3 WALLA WALLA ....O-R	46.9	8.30 AM	BJKPO TWYZ M
			2.7 W.W.V. RY. CROSSING	44.2		
346-41	1415		4.3 SPOFFORD	39.9		
			3.6 W.W.V. RY. CROSSING	36.3		M
346-37	1900		0.2 MILTON-FREEWATER	36.1		JY
	600		3.0 BARRETT.....	33.1		
346-31	730		2.9 BADE.....	30.2		
346-24	1060		6.8 DOWNING.....	23.4		
346-22	3400		2.6 WESTON.....	20.8		
346-18	1055		3.8 ATHENA	17.0		

Pendleton Branch yard limits are continuous from Bolles to End of Branch at McKay.

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

SPEED RESTRICTIONS—PENDLETON BRANCH

Maximum Speed.	25	Milton-Freewater 35.8 and 36.8. Over street crossings.	15
Between Mile Posts— Athena		W. W. V. Ry. Crossing, M.P. 36.3.	10
17.0 and 17.9. Over street crossings.	15	W. W. V. Ry. Crossing, M.P. 44.2.	15
20.2 and 21.3.	20	45.1 and 47.6. Over street crossings.	12
24.0 and 33.1. On descending grade.	10	On West Leg of Wye.	5
24.0 and 26.2.	15	52.7 and 53.4.	15
28.3 and 33.4.	15	64.8 and 66.3.	15
		71.4 and 76.1.	10
		78.4 to end of track.	10

OREGON
WESTWARD **YAKIMA BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		363 Daily			364 Daily	
334-98	Yard	10.00 PM	YAKIMA .....O-R	98.0	A 2.35 AM	BFJKQ
334-96	300	10.10	3.1 UNION GAP (Spur-W)	94.9	2.25	TWYZ
			3.6 B. N. CROSSING.....	91.3		Y
334-91	1100	10.20	0.5 PARKER.....	90.8	2.15	AM
			1.4 B. N. CROSSING.....	89.4		AM
334-82		10.40	7.5 BUENA.....	81.9	2.00	
334-79	600	10.45	3.4 ZILLAH .....O	78.5	1.55	JY
334-77	475		2.1 BOONE (Spur-E)....	76.4		
334-74	2705	10.53	2.7 GRANGER.....	73.7	1.47	
334-64	1960	11.10	10.0 MIDVALE.....	63.7	1.30	JT
334-59	2600	11.20	6.0 GRANDVIEW.....O	57.7	1.20	
334-52	2275	11.35	7.0 NORTH PROSSER...	50.7	1.05	
334-49	475		2.4 BIGGAM.....	48.3		
334-44	2750	11.50 PM	5.3 CHAFFEE.....	43.0	12.50	
334-37	2240	12.05 AM	6.5 BENTON CITY.....	36.5	12.35	
		364	5.1			
334-32	2660	12.20	ACTON.....	31.4	12.20 AM	
334-20	2575	12.40	12.6 RICHLAND JCT....R	18.8	11.55 PM	JY
334-14	2205	12.55	5.8 KENNEWICK.....O	13.0	11.40	BJK
334-09	675	1.05	4.5 HEDGES.....	8.5	11.20	PWY
334-07	3675	1.15	1.5 VILLARD JCT.....	7.0	11.10	JP
334-01	3670		6.4 ATTALIA.....	0.6		JP
77-031	7640	A 1.30 AM	0.6 WALLULA.....C-R	0.0	10.55 PM	JPTY

Slide detector signals between M.P. 41 and M.P. 42, see Special Rule 509(S). For movement over bridge 89.4 and crossing M.P. 91.3, see Special Rule 613(R).
Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

MOVEMENT INSTRUCTIONS

Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage at M.P. 43.8 are governed by Staff System. Divided staff will be used. See Special Rule 300 (S) Page 79.

SPEED RESTRICTIONS—YAKIMA BRANCH

Maximum Speed.	49	32.4 and 37.9.	40
Between Mile Posts—		37.9 and 38.7.	20
0.0 and 0.1.	20	41.0 and 41.9.	40
0.1 and 0.5.	35	49.2 and 49.4.	40
7.0 and 7.4.	35	Grandview over street crossings	
Bridge 7.4 and M.P. 8.0.	15	57.2 and 58.5.	25
8.0 and 8.5.	35	70.7 and 71.4.	40
Kennewick Over street crossings. M.P. 11.8 and 13.7.	10	74.2 and 74.4.	40
Richland Jct.		88.7 and 89.2.	35
On Government Track between Richland Jct. and North Richland.	25	89.2 and 89.6.	20
		89.6 and 90.1.	35
		91.0 and 91.7.	20
		97.9 and End of Track.	10

OREGON
WESTWARD **DAYTON BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		365 Daily Except Sunday			366 Daily Except Sunday	
347-13	875	11.50 AM	DAYTON.....	13.1	A 11.05 AM	JTY
		A 11.55 AM	0.2 DAYTON JCT.....	12.9	11.00 AM	JY
			7.7			

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

347-05		12.25 PM	WAITSBURG JCT...R	5.2	A 10.30 AM	JY
347-04	1235	12.35	1.7 WAITSBURG .....O	3.5	10.20	
346-72	1345	A 12.50 PM	3.5 BOLLES.....	0.0	10.05 AM	J

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

SPEED RESTRICTIONS—DAYTON BRANCH

Maximum Speed.	25	0.6 and 5.2.	20
Between Mile Posts—		Dayton	
0.0 and 0.6.	15	12.5 and 13.0. Over street crossings.	15

WESTWARD **TUCANNON-POMEROY BRANCH** EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2 STATIONS	Mile Post	Rule 6(A)
		348-29			1670	POMEROY.....O-R	28.9	Y
348-25	1305	4.5 ZUMWALT.....	24.4	
348-19	250	5.3 HOUSER.....	19.1	
348-16	480	2.8 DODGE.....	16.3	
348-08	985	8.4 DELANEY.....	7.9	
350-04		7.9 STARBUCK.....	0.0	
350-02	350	1.6 POWERS.....	3.1	
33-012		3.1 TUCANNON .....R	0.0	JPYT
		(33.6)		

SPEED RESTRICTIONS—TUCANNON-POMEROY BRANCH

Maximum Speed.	25	3.0 and 6.8.	20
Between Tucannon and Starbuck Mile Posts 3.7 and 4.0.	15	17.6 and 17.9.	20
Between Powers and Starbuck trains handling loaded C-3 covered hoppers.	10	25.3 and 26.0.	20
Between Starbuck and Pomeroy Mile Posts 0.0 and 0.6.	10	28.4 and End of Track. Pomeroy Over street crossings.	10

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

**SAFETY PLUS
THAT'S US**

WESTWARD  **OREGON
TEKOA BRANCH**

Station Numbers	Length of Sidings Feet	SECOND CLASS			Time-Table No. 2	STATIONS
		859	391	387		
		Daily	Daily Except Sat.	Daily		
34-163	Yard		6.00 AM	9.30 AM	A. B. S.	EAST SPOKANE .....C-R
34-159	2865		6.10	9.50		DISHMAN
34-150	3660		6.45	10.15		MICA
34-147	1010					FREEMAN
34-143			7.00	A 10.30 AM		MANITO .....R
34-138	1225		7.20			ROCKFORD
34-135	2170		7.35			DARKNELL
34-132	1840		7.50			FAIRFIELD .....O
34-126	280					RAHM
34-123	1245		8.05			LATAH
33-116	Yard		8.35			TEKOA .....O
33-110	720	A	8.55 AM			SELTICE .....R
33-104	1440					FARMINGTON
33-098	800					WALTERS
						B. N. CROSSING
33-095	1825					GARFIELD
33-090	1405					ELBERTON
33-083	705					GLENWOOD
33-077	1600					COLFAX .....O-R
33-072	1700					MOCKONEMA
33-068	1460					DIAMOND
33-065	835					THERA
33-053	1480					ENDICOTT
33-052	3260		12.15 PM			WINONA .....R
33-048	2320		12.25			SUTTON
33-041	1345	A	12.45 PM			LA CROSSE .....O-R
33-036	500					JERITA (Spur-W)
33-032	675					SCHRECK
33-030	2180					HAY
33-020	140					PIERSON (Spur-W)
33-017	2690	860	10.00 PM			RIPARIA .....R
33-012	810		10.17			TUCANNON .....R
		A	10.30 PM			AYER JCT.
						(153.8)

CLEARANCE REQUIREMENTS

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

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

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

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

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

Between Riparia and Lewiston trains will be governed by Camas Prairie R.R. Timetable and Special Rules.

**OREGON
TEKOA BRANCH**  **EASTWARD**

Time-Table No. 2	Mile Post	SECOND CLASS			Rule 6(A)
		388	392	860	
		Daily	Daily Except Sunday	Daily	
A. B. S.	STATIONS				
		EAST SPOKANE .....C-R	161.0	A 4.50 AM	A 1.55 PM	BFIJKP QTWYZ IJPY
	DISHMAN	158.9	4.35	1.45	
	MICA	149.7	4.00	1.10	P
	FREEMAN	146.9			
	MANITO .....R	143.6	3.45 AM	12.55	JPY
	ROCKFORD	138.4		12.35	
	DARKNELL	135.1		12.20	
	FAIRFIELD .....O	131.7		12.05 PM	P
	RAHM	126.6			
	LATAH	123.3		11.35 AM	
	TEKOA .....O	116.1		11.10	TYP
	SELTICE .....R	110.5		10.50	JP
	FARMINGTON	104.5		10.30	
	WALTERS	98.6			
	B. N. CROSSING	95.4			U
	GARFIELD	95.1		10.05	P
	ELBERTON	89.6		9.45	
	GLENWOOD	83.6			
	COLFAX .....O-R	76.2		9.00	JTY
	MOCKONEMA	72.5		8.30	
	DIAMOND	68.5		8.15	
	THERA	64.8			
	ENDICOTT	57.9		7.40	
	WINONA .....R	52.3		7.20	JTY
	SUTTON	48.0		7.10	
	LA CROSSE .....O-R	41.5		6.50 AM	JT
	JERITA (Spur-W)	35.7			
	SCHRECK	31.9			
	HAY	30.0			
	PIERSON (Spur-W)	20.1			
	RIPARIA .....R	17.5		859 A 10.00 PM	JTYP
	TUCANNON .....R	11.8		9.40	JTYP
	AYER JCT.	7.2		9.20 PM	IJYP
	(153.8)				

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

SPEED RESTRICTIONS—TEKOA BRANCH

Maximum Speed.	40	42.6 and 43.7.	35
Ayer Jct. Turn-out M.P. 7.17.		49.3 and 50.0.	25
M.P. 269.69 Sixth Subdivision	25	50.0 and 51.5.	35
Between Mile Posts—		53.3 and 55.0.	35
19.7 and 19.9.	15	Endicott M.P. 57.8 and 58.1.	
19.9 and 23.6.	25	Over street crossings.	25
23.6 and 27.1.	20	61.2 and 61.5.	35
27.1 and 28.7.	15	62.7 and 63.0.	35
28.7 and 30.5.	25	64.9 and 65.6.	30
30.5 and 33.4.	20	68.2 and 69.0.	25
33.4 and 36.9.	15	69.0 and 70.1.	30
36.9 and 37.8.	25	73.2 and 78.5.	15
37.8 and 39.3.	15	79.8 and 81.5.	25
39.3 and 40.7.	25	81.5 and 82.8.	20

Speed Restriction Tekoa Branch continued on Page 40.

OREGON

SPEED RESTRICTIONS—TEKOA BRANCH (Continued)

Between Mile Posts—		124.2 and 125.6.	25
82.8 and 83.1.	15	127.7 and 130.6.	30
83.1 and 86.5.	25	Fairfield M.P. 131.7 and 131.8.	
86.5 and 87.0.	15	Over street crossings.	25
87.0 and 89.4.	20	133.3 and 133.6.	15
89.4 and 91.2.	30	133.6 and 135.8.	35
91.2 and 91.9.	15	135.8 and 137.0.	25
91.9 and 95.8.	25	137.0 and 138.5.	15
98.7 and 102.4.	30	138.5 and 141.0.	30
104.6 and 105.8.	25	141.0 and 141.2.	25
111.8 and 115.0.	30	142.6 and 144.0.	20
117.1 and 117.6.	15	148.2 and 148.7.	35
117.6 and 119.6.	20	149.9 and 155.4.	25
119.6 and 123.4.	25	Between B.N. Crossing M.P.	
123.4 and 124.2.	20	163.5 and end of track on line through old yard;	12

WESTWARD **CONNELL BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		391 Monday Wed. Thurs. Sunday			392 Daily Except Sunday	
33-041		12.50 PM	LA CROSSE.....O-R	0.0	A 6.45 AM	JTY
343-05	695		4.6 PAMPA.....	4.6		
343-08	365		3.6 GORDON.....	8.2		
343-15	575		6.5 HOOPER.....	14.7		
77-103	1585	A 1.35 PM	HOOPER JCT.....	15.7	6.00 AM	JPT
343-37			21.7 KAHLOTUS.....	37.4		
343-42	210		4.9 ESTES.....	42.3		
343-46	420		3.8 SULPHUR.....	46.1		
343-51	585		5.0 CURRY.....	51.1		
343-53			1.8 CONNELL.....O-R	52.9		TY

No. 391 need not receive clearance at La Crosse, unless train order signal indicates Stop.

SPEED RESTRICTIONS—CONNELL BRANCH

Maximum Speed.	25	Connell Branch M.P. 15.7 connection to Sixth Subdivision.	10
Between Mile Posts—		17.3 and 17.7.	15
3.4 and 3.6.	20	17.7 and 27.0.	20
6.6 and 7.8.	15	34.0 and 37.7.	15
9.3 and 9.8.	20	45.0 and 46.0.	15
15.1 and 16.0.	10	52.5 and Connell.	15
Hooper Jct. West leg of wye.	5		

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

WESTWARD **SIERRA NEVADA BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(A)
		STATIONS		
345-71		BRADLEY.....	0.0	JY
		2.0 END OF TRACK.....	2.0	Y

Sierra Nevada Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS—SIERRA NEVADA BRANCH

Maximum speed.	10
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OREGON

WESTWARD **PLEASANT VALLEY BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	Rule 6(A)
		391 Local Freight Daily Except Sat.			
333-110	720	9.10 AM	SELTICE.....	48.0	J
344-45			2.7 WARNER.....	45.3	
344-39	1735	9.30	5.6 B. N. CROSSING.....	39.7	U
344-31	2250	10.00	0.6 OAKSDALE.....	39.1	
344-25	1410		7.9 THORNTON.....	31.2	
344-21	530		0.6 B. N. CROSSING.....	30.6	U
344-18	1455	10.45	5.2 SUNSET.....	25.4	
344-12	1415	11.15	4.6 JUNO.....	20.8	
344-04	2640	11.45 AM	2.5 ST. JOHN.....	18.3	
33-052	3260	A 12.01 PM	6.8 WILLADA.....	11.5	
			7.1 GRAVEL PIT.....	4.4	
			4.4 WINONA.....R	0.0	JTY

No. 391 need not receive clearance at Seltice.

SPEED RESTRICTIONS—PLEASANT VALLEY BRANCH

Maximum Speed.	40	23.0 and 25.7.	30
Between Mile Posts—		25.7 and 27.8.	15
0.0 and 0.2.	15	27.8 and 29.7.	35
1.8 and 2.2.	30	29.7 and 30.3.	25
5.1 and 6.0.	25	B. N. Crossing, M.P. 30.6.	15
6.0 and 10.4.	35	30.6 and 34.4.	25
13.8 and 14.0.	35	34.4 and 41.3.	20
15.8 and 19.3.	25	41.3 and 44.6.	30
19.3 and 22.7.	30	44.6 and 45.1.	20
22.7 and 23.0.	25	45.1 and 47.5.	30
		47.5 and 47.9.	20

WESTWARD **MOSCOW BRANCH** **EASTWARD**

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		379 Daily Except Sunday			378 Daily Except Sunday	
342-28		8.00 AM	MOSCOW.....O-R	28.1	A 2.00 PM	BJK WY
342-21	315	8.30	7.6 WHITLOW.....	20.5	1.10	
342-19	1225	8.40	1.2 B. N. CROSSING.....	19.3		U
342-13	1155	9.05	0.6 PULLMAN.....	18.7	1.00	
342-10	1020	9.20	6.0 ALBION.....	12.7	12.25	
342-08	525		3.0 SHAWNEE.....	9.7	12.10 PM	
342-05	310		1.9 PARVIN.....	7.8		
33-077		A 10.00 AM	3.3 RISBECK.....	4.5		
			4.5 COLFAX.....O-R	0.0	11.30 AM	JTYP

Eastward trains are superior to trains of the same class in the opposite direction. Exception: on Moscow Branch No. 379 is superior to No. 378. See Rule S-71.

No. 379 arriving Colfax will run as No. 378 Colfax to Moscow, and need not receive clearance at Colfax, unless train order signal indicates Stop.

SPEED RESTRICTIONS—MOSCOW BRANCH

Maximum Speed.	25	12.2 and 15.0.	15
Between Mile Posts—		15.4 and 17.3.	20
0.0 and 1.1.	12	17.3 and 20.0.	15
1.1 and 3.1.	15	Pullman	
3.9 and 4.2.	20	18.5 and 19.5. Street	6
5.5 and 7.5.	15	Crossings.	
8.4 and 8.8.	15	24.6 and 25.4.	15
9.9 and 10.0.	20	26.5 and 28.5. Street	
10.6 and 11.3.	15	Crossings.	12

OREGON
WESTWARD WALLACE BRANCH EASTWARD

Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		387 Daily			388 Daily	
34-143		10.30 AM	MANITO.....R 19.8		A 3.45 AM	JY

Between Manito and Plummer, trains are governed by Operating Rules, Time-Table and Special Instructions of Chicago, Milwaukee, St. Paul and Pacific R.R. Co. Time shown at Manito is for information only.

345-20		11.15	PLUMMER.....O-R 6.6	16.2	A 3.00	JPY
345-26	1220	11.40 AM	CHATCOLET..... 7.7	22.8	2.40	
345-34	1000	12.10 PM	HARRISON..... 3.3	30.5	2.15	
345-38	2190	12.20	SPRINGSTON..... 11.4	33.8	2.05	
345-49	1080	12.55	LANE..... 4.9	45.2	1.30	
345-53	1760	1.10	ROSE LAKE..... 7.3	50.1	1.15	
345-61	1535	1.40	CATALDO..... 5.1	57.4	12.45	
345-66	375	1.55	ENAVILLE..... 1.6	62.5	12.30	T
345-68	620	2.05	PINE CREEK..... 3.1	64.1	12.20	
345-71		2.15	BRADLEY..... 1.7	67.2	12.10	JY
345-73	1710	A 2.30 PM	KELLOGG-WARDNER..... 3.9 O-R	68.9	12.01 AM	BFK P QWY
345-76			SHONT..... 3.0	72.8		
345-79	1915		OSBORN..... 4.4	75.8		
345-84	Yard		WALLACE.....O 0.2	80.2		JZP
			B. N. CROSSING..... 0.2	80.4		U
			B. N. CROSSING..... 6.3	80.6		U
345-90	360		BURKE..... 86.9	86.9		

Movements on Wallace Branch between Kellogg-Wardner and Burke are governed by Staff System. Staff located in staff box near entrance to depot at Kellogg-Wardner. See Special Rule 300 (R) Page 50.

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

CLEARANCE REQUIREMENTS

UP trains entering CMStP&P at Plummer must receive CMStP&P clearance at Kellogg-Wardner or at Plummer.

SPEED RESTRICTIONS—WALLACE BRANCH

Maximum Speed.	40	58.8 and 60.0.	35
Between Mile Posts— 16.2 and 28.7.	20	60.0 and 61.2.	25
	20	62.4 and 64.6.	35
Bridge 23.45.	10		
28.7 and 31.1.	35	Kellogg-Wardner 67.2 and 68.9. Crossings.	10
34.0 and 35.2.	30	70.1 and 78.0.	25
38.3 and 39.9.	35	78.0 and 80.0.	20
43.7 and 43.9.	35	Wallace 80.0 and 80.5. Crossings.	6
47.9 and 48.9.	30	80.5 and 87.3.	15
50.6 and 50.9.	30	Burke to Wallace, Eastward.	10
53.6 and 54.9.	30		

WESTWARD COEUR D'ALENE BRANCH EASTWARD

Station Numbers	Length of Sidings Feet	Time-Table No. 2	Mile Post	Rule 6(A)
		STATIONS		
890-09	Yard	COEUR D'ALENE.....O-R	9.0	QUY
890-08	640	GIBBS..... 1.2	7.8	UY
88-026	1730	COEUR D'ALENE JCT..... 7.8	0.0	JPTY

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

SPEED RESTRICTIONS—COEUR D'ALENE BRANCH

Maximum speed.	20	Between Mile Posts— 6.8 and 7.2.	10
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SPOKANE INTERNATIONAL RAILROAD
WESTWARD SPOKANE SUBDIVISION EASTWARD

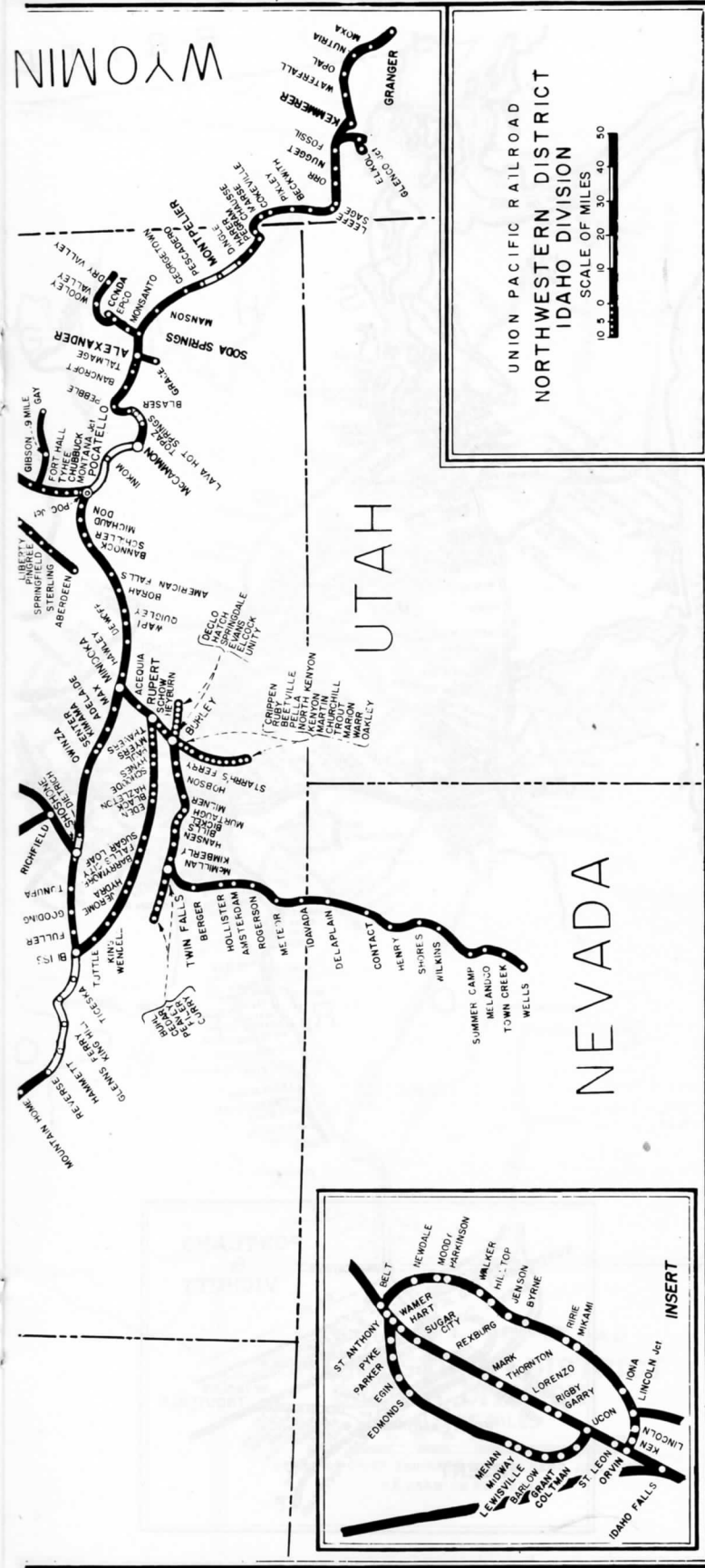
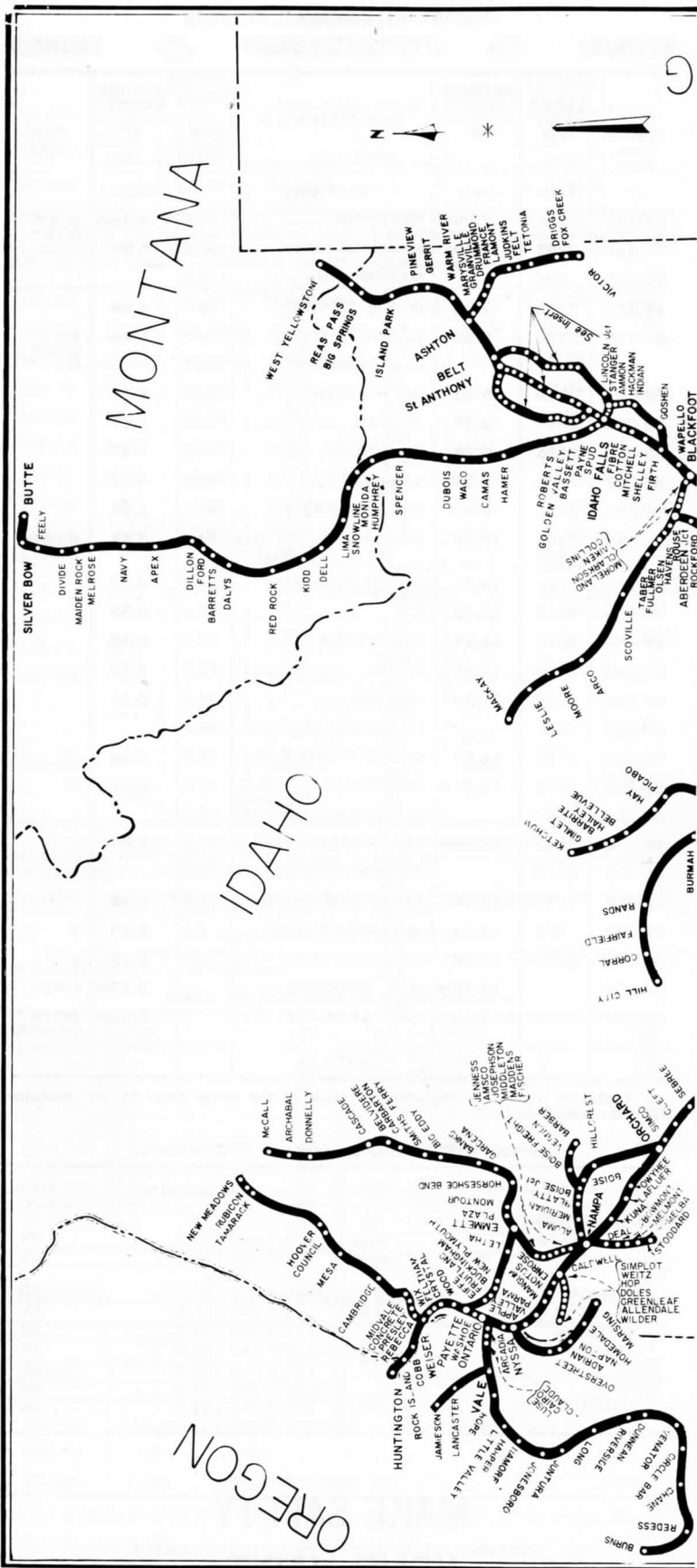
Station Numbers	Length of Sidings Feet	SECOND CLASS	Time-Table No. 2 STATIONS	Mile Post	SECOND CLASS	Rule 6(A)
		9 Daily			8 Daily	
88-141	3990	7.00 AM	EASTPORT.....O-R 14.3	140.8	A 8.45 PM	BJKP QTWY
88-126	2205	7.30	MEADOW CREEK..... 6.7	126.5	6.27	
88-120	690		MESENBRINK..... 0.6 (Spur-E)	119.8		
88-119	1730	7.51	MOYIE SPRINGS..... 9.6	119.2	6.08	
88-110	2270	8.50	BONNERS FERRY...O 0.3	109.6	5.45	KP QTWY MY
			K. V. CROSSING..... 5.6	109.3		
88-104	1110	9.04	DEEP CREEK..... 7.9	103.7	5.22	
88-096	4615	9.18	SHILOH..... 5.6	95.8	5.07	
88-090	2835	9.28	ELMIRA..... 3.4	90.2	4.57	
88-087	2205	9.33	SAMUELS..... 4.7	86.8	4.52	
88-082	2830	9.41	FOREST SIDING..... 7.4	82.1	4.44	
88-075	2445 4900	10.28	SANDPOINT.....O-R (B. N. Crossing)	74.7	4.32	BKMP QTWYZ
88-072		10.36	DOVER (Spur-W)..... 3.2	71.5	4.17	
88-058	8615	11.03	VAY..... 13.8	57.7	3.50	
88-050	6200	11.15	CLAGSTONE..... 8.1	49.6	3.39	
88-043	2260	11.28	ATHOL..... 6.9	42.7	3.27	
88-037	1900	11.36	CHILCO..... 6.5	36.2	3.19	
88-027	200		HAYCROFT (Spur-E).. 9.6	26.6		
88-026	1730	11.51	COEUR D'ALENE JCT. 1.1	25.5	3.04	JT
88-022	2690	11.57 AM	GRAND JCT.....(B.N. 1.8 Crossing)	22.0	2.57	M
88-021	420		INTERSTATE (Spur-W) 2.5	20.2		
88-018	2645	12.05 PM	EAST FARMS..... 5.0	17.7	2.50	
88-013	2070		AUSTIN (Spur-E)..... 1.9	12.7		
88-012	1735	12.18	TRENTWOOD-VELOXO 4.0	10.8	2.38	PQTWYK
88-009	475	12.30	MILLWOOD-IRVIN... 4.1	6.8	2.30	Y
88-003	2190	12.40	SPOKANE SHOP..... 4.1	2.7	2.20	Y
88-000		12.50 PM	B. N. CROSSING..... 1.6		2.10 PM	IJPQY
34-163	Yard	A 1.00 PM	EAST SPOKANE..O-R 2.5		2.00 PM	BFIJKP QTWYZ

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

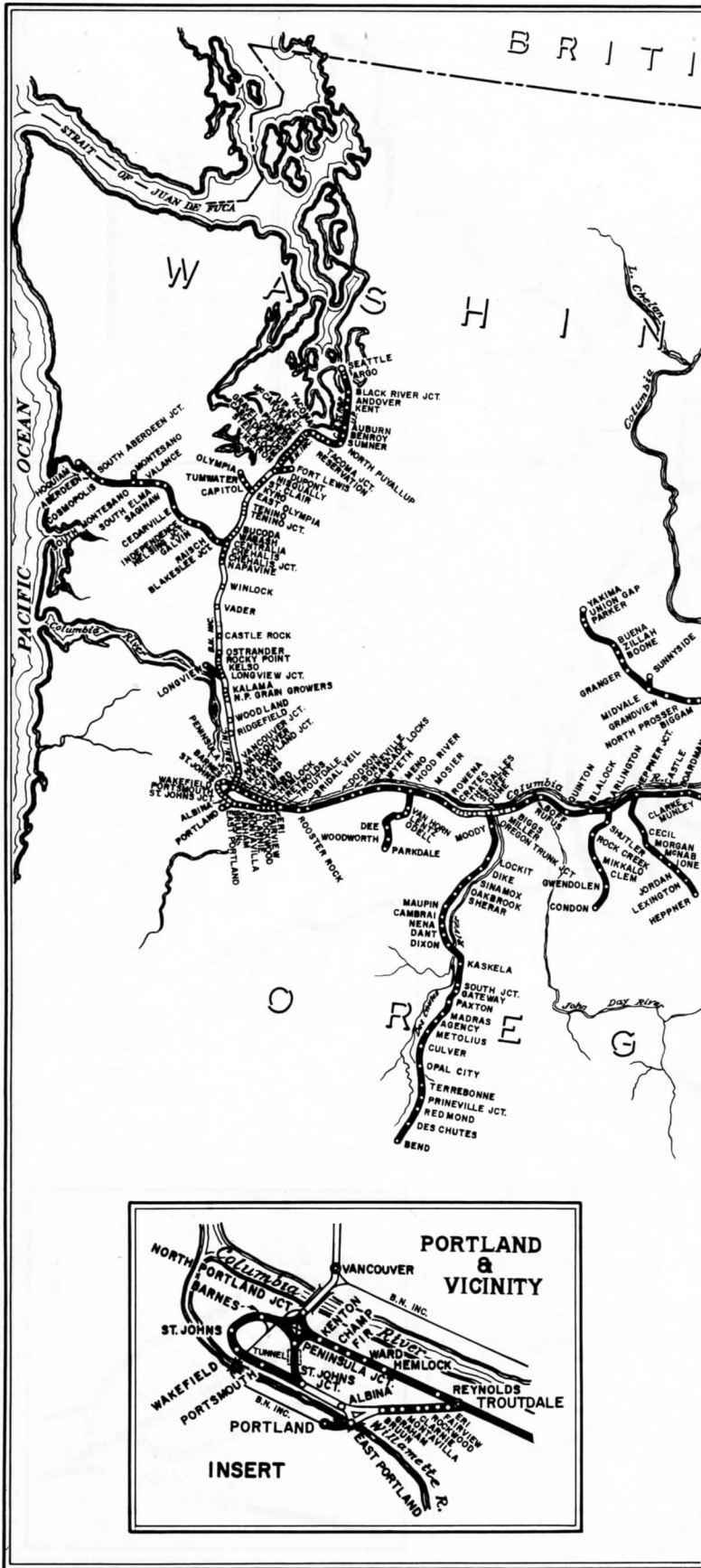
SPEED RESTRICTIONS—SPOKANE SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum Speed.	40	Deep Creek 105.4 and 105.9.	35
Between Mile Posts— B. N. Crossing and M.P. 2.7.	Rest. Speed	109.0 and 110.2.	15
Vay 60.0 and 68.8.	35	Bonnors Ferry 110.2 and 116.7.	20
68.8 and 69.4.	25	116.7 and 117.4.	15
Forest Siding 83.2 and 85.9.	35	117.4 and 123.7.	20
Elmira 92.6 and 96.6.	35	123.7 and 124.2.	15
Shiloh 96.6 and 100.4.	30	124.2 and 130.5.	30
		132.7 and 133.5.	30
		133.5 and 139.1.	35

**MAKE SAFETY
YOUR HABIT**



Idaho Map



**SPECIAL RULES—ALL SUBDIVISIONS
NORTHWESTERN DISTRICT**

Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:
Ball official railroad standard or automatic trainmaster.
Bulova accutron railroad approved.
Elgin BW Raymond.
Hamilton Railroad Special.
Longines Model T-905 or Ultrachron railroad watch.
Wyler Inkaflex dynawind or stem wind.

2 (S). Employees working as yard helpers are not required to have a railroad grade watch until such employe has accumulated one year's seniority.

Sidings

6 (R). Capacity of sidings is shown in timetable in feet.

Engine Whistle Signals

14 (R). In addition to locations listed in Union Pacific Operating Rule 14 (I) and Consolidated Code Operating Rule 15 (I), 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; and in the State of Washington when crossing is a travelled road or street.

Markers

19 (R). ReflectORIZED metal flags may be used as markers.

Inspection and Repair Protection

26 (R). Operating and Maintenance of Way Signal Rules 26 and 26 (A) are revised as follows:

Rule 26. A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) or other equipment must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at any entrance to a track, engine(s) and/or car(s) must not be permitted to enter that track.

When workmen are working on, under or between an engine(s) and/or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineer or operator at the controls of that engine.

When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group of workmen that placed them.

When emergency work is to be done on, under or between an engine or cars coupled to an engine, and a blue signal is not available, the engineer or operator of engine must be notified by employe in charge of making the repairs, and protection must be given those engaged in making the repairs. The engine or cars must not be moved nor air brakes applied or released until the engineer or operator at the controls of the engine has been notified by the same employe in charge that work has been completed and all employes are out from under or between engine and cars.

Rule 26 (A). When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

- Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.
- The employe in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.
- The operator of the remotely-controlled switches will provide the protection before informing the employe in charge of the workmen that it is being provided. He will not remove the locking device until notified by the employe in charge of the workmen that the work is completed.

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

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. Rating shown is for single unit. If more than one unit, rating of combined units will govern. Where no ratings shown car limit applies.

Huntington to Durkee	70-988 5000 HP EMD DD35	3955	1475	1725	2655	400-448 2400 HP EMD SD24	700-739B 800-875 2250 HP GP30	740-763 2250 HP EMD GP35	1400- 1409 2500 HP SDP 35	2000- 2059 2000 HP GP38	2810- 2924 3000 HP U30C	8000-8064 3307 HP SD 40	3600- 3649 3000 HP SD 45	5000- 5039 5000 HP U50C	6900- 6946 6600 HP DD40X
Durkee to Encina		1860	680	805	1235					2060	3200	3205	2645	2785	3785
North Powder to Telocasset		3955	1475	1725	2655					2060	3200	3205	2645	2785	3785
Union Jct. to Encina		2725	1010	1185	1820					2060	3200	3205	2645	2785	3785
La Grande to Kamela		1860	680	805	1235					1420	2205	2210	1815	1910	2600
Pendleton to Duncan		3360	1250	1460	2250					1750	2720	2725	2240	2360	3210
Duncan to Kamela		1860	680	805	1235					1750	2720	2725	2240	2360	3210
Heppner Jct. to Hinkle		6020	2260	2630	4060					3140	4870	4880	4040	4270	5790
The Dalles to Clarnie		6900	2590	3015	4660					3600	5585	5590	4635	4900	6640
Portland to Clarnie		3955	1475	1725	2655					2060	3200	3205	2645	2785	3785
Vadair to Napavine		4330	1615	1890	2910					2260	3505	3510	2900	3055	4150
Centralia to Napavine		3520	1310	1530	2360					1835	2845	2850	2350	2475	3365
Juniper to Cheney		6020	2260	2630	4060					3140	4870	4880	4040	4270	5790
Fish Lake to Spokane via Marshall		3955	1475	1725	2655					2060	3200	3205	2645	2785	3785
Spokane to Fish Lake via Marshall		3360	1250	1460	2250					1750	2720	2725	2240	2360	3210
Spokane to Fish Lake via Overlook		3955	1475	1725	2655					2060	3200	3205	2645	2785	3785
Spokane to Bonners Ferry		5670	2590	3015	4660					3600	6035	5690	4635	4900	
Bonners Ferry to Eastport		3130	1475	1725	2655					2060	3455	3260	2645	2785	
Eastport to Shiloh		3130	1475	1725	2655					2060	3455	3260	2645	2785	
Shiloh to Spokane		5670	2590	3015	4660					3600	6035	5690	4635	4900	

- (d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employe in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employe in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employe in charge who provided this information.

NOTE: "Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night. Blue light may be displayed either burning steadily or flashing.

Switch Lights

- 27 (R). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Calling Signals

34 (R). Employes located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe located in the operating compartment of the engine maintain a constant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99 (J) is in effect on all branch lines Northwestern District except:
Yellowstone Branch between Idaho Falls and Ashton;
Twin Falls Branch;
North Side Branch;
Yakima Branch between Wallula and Richland Jct.

Switches

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

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

Train Order Signals

222 (R). On branches, except Twin Falls and Yellowstone Branches, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Signal Indications

240 (R). Signal name of Rule 240 (F) is changed to Approach Limited. No change in signal aspect or indication.

Operation Under Staff System

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

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

Authority to use staff must be obtained from train dispatcher.

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

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

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

(For movements from Richland Jct. see Rule 300 (S) Page 79.)

Block Signal Rules

516 (R). Where UP Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under these rules is extended to five minutes.

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

Exceptions as shown in UP Rule 516 and Consolidated Code Rule 513 apply to this movement the same as at other hand operated switches.

Hazardous Materials

713 (R). Referring to UP Operating Rule 713 or Consolidated Code Rule 729. F.R.A. Emergency Order No. 5 stipulates:

Flammable Compressed Gas may be transported in DOT112A and DOT114A uninsulated tank cars not equipped with head shields only under the following conditions:

(A) DOT specification tank cars 112A and 114A not equipped with head shields and loaded with Flammable Compressed Gas requiring "Dangerous" placards, must not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any DOT112A or DOT114A tank car containing Flammable Compressed Gas placarded "Dangerous" that is not equipped with head shields, nor shall any such car be coupled into with more force than is necessary to complete the coupling, but in no case at a speed of more than 4 MPH.

(B) The Shipping papers required for loaded tank cars containing Flammable Compressed Gas placarded "Dangerous" must carry the notations "DOT112A or DOT114A" and must be handled in accordance with F.R.A. Emergency Order No. 5.

(C) Employes must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of these instructions.

713 (S). When switching or handling cars containing explosives or other hazardous materials, instructions contained in Bureau of Explosives pamphlets must be complied with. Placards outlining the regulations are posted in yard offices.

Referring to the switching of placarded cars. A car placarded "Explosives", "Poison Gas", or "Flammable Poison Gas", or any flat car carrying a trailer placarded "Dangerous", "Explosives", "Poison Gas", "Flammable Poison Gas", or "Dangerous Radioactive Material" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car placarded "Explosives", "Poison Gas", or "Flammable Poison Gas", or any flat car carrying a trailer placarded "Dangerous", "Explosives", "Poison Gas", "Flammable Poison Gas", or "Dangerous Radioactive Material" nor shall any such car or such flat car carrying a trailer be coupled into with more force than is necessary to complete the coupling, but in no case at a speed of more than 4 MPH.

When transporting a car placarded "Explosives" in terminals, yard, side tracks, or sidings such cars shall be separated from the engine by at least one non-placarded car.

Closed cars placarded "Explosives" shall have doors closed before they are moved.

Cabooses

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

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either en route or at terminals.

714 (T). Employees seated in caboose, cupola or at conductor's desk must use seat belts and restraining harness when caboose is so equipped.

Inspection of Trains

715 (R). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employees.

Accidents

716 (R). In the event of an oil or hazardous material spill from any source that will contaminate the ground or a waterway, it is the responsibility of the employe who discovers this spill to immediately notify the Chief Dispatcher, advising him of the location of spill, amount spilled, material spilled, and distance to nearest public waters, and any other information that may be pertinent.

If possible, the spillage must be stopped as quickly as possible, exercising necessary safety precautions.

Passengers on Freight Trains

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

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

Switching and Handling Cars

804 (R). 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.

804 (S). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings, or at trailer or auto docks.

804 (T). When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a member of the crew when it can be safely done.

804 (U). On tracks equipped with Rabbit System Car Puller, all movements on track must be made in normal line of direction. At loading facilities equipped with car puller look out for cable lying along track and cars must not be moved if cable attached to car.

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

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

Continuous Welded Rail Trains

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

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

When Loaded

Maximum speed:

On unrestricted track—40 MPH;

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

Through cross-overs or turnouts—10 MPH.

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

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

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

When Empty

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

Position of Cars in Trains

809 (S). DODX flat cars 39095-39199 must be handled in rear end of train only.

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

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

809 (T). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations.

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

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

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

When Loaded with Phosphorus:

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

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

When Loaded with Phosphorus or with Water Ballast:

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

EXCEPTIONS: At Pocatello when a train has been bled preparatory to humping, such cars may be handled without air to remove them from the train. FMLX 19000 series tanks may be humped when containing water only.

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

809 (U). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

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

Referring to U.P. Rule 809 (C). Amend to include Modular housing units. All such cars must be entrained ahead of banded loads. (Oregon Div. Fifth and Sixth Subdiv. see Special Rule 805 (X-2) Page 73).

Units Dead in Train

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

Helper Engines

809 (X). On freight trains, when RCS or helper engine is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars as designated in U.P. Rule 809 or cars listed in Special Rule 809 (S) (cars stencilled rear end only). If RCS or helper engine consists of units, the combined total of which exceeds 7500 HP, engines must be cut in ahead of tonnage for all units in excess of two. When necessary to cut two helper engines into a train, the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

When it is necessary to place power behind caboose to assist a train to the top of an ascending grade, or to a location where the main track may be cleared, not more than two units, not exceeding a total of 7500 HP may be used; other units in locomotive consist must be isolated.

Inspection of Trains

811 (R). On freight trains, if visibility is such that trains cannot be properly inspected while running, trains must stop for inspection at least once in every 35 miles.

When such conditions exist before train leaves its initial station, conductor will advise engineer where such inspection will be made and train dispatcher will be advised.

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

Hot Box Detectors

812 (R). Referring to UP Rule 812 (B). Train dispatcher must be notified of findings.

812 (S). Referring to UP Rule 812 (C). Hot box detectors are located as follows:

Idaho Division—readouts all at Pocatello

MP 20.2	MP 268.8	MP 418.0
MP 77.4	MP 290.9	MP 445.0
MP 106.5	MP 313.4	MP 478.2
MP 153.4	MP 339.9	MP 507.0
MP 174.2	MP 369.0 (No. 1 track)	MP 524.6
MP 233.5	MP 379.9 (No. 2 track)	
MP 252.3	MP 397.2	

Oregon Division—readouts all at Albina

MP 107.5	MP 194.9	MP 336.1
MP 125.0	MP 211.0	MP 371.8
MP 142.9	MP 243.7	
MP 160.5	MP 298.9	

Dragging equipment detectors are located at:

Idaho Division	Oregon Division
M.P. 268.8	M.P. 187.56
M.P. 379.9 (No. 2 track)	
M.P. 445.0	
M.P. 478.2	

Riding on Engines or Cars

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train are authorized to occupy cab of such unit.

EXCEPTION: No deadhead employes may occupy RCS units.

816 (S). In addition to the requirements of General Rule M Train and engine service employes must not occupy the roof of any freight car or caboose under any circumstances. Other employes whose duties may require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Inspection of Cars

858 (S). A car set out on line in defective condition must not be moved until inspected by a qualified inspector.

When the inspector has inspected the defective car and determined it is safe to move, he will attach two bad order cards to each side of the car.

The cards will bear the notation MOVEMENT RESTRICTIONS, stating defect, shop car will move to, and movement restrictions, including miles per hour restriction, if necessary to handle on rear end only, and any other applicable restrictions.

The train dispatcher will be notified when car is ready for movement and given precise information as to the movement restrictions applied to the car.

If the conductor in charge of the train in which the defective car is to move does not receive prior written information relative to movement restrictions applicable to the car, then he must remove one of the bad order cards from the car so that he will have written information relative to the restrictions. In either case, the conductor must inform all other crew members of the presence of the defective car in the train and of all restrictions applying to the car.

Unattended Locomotives

871 (R). Exception to U.P. Rule 871 is in effect at all points unless otherwise instructed.

871 (S) U.P. Rule 871 (A) is modified as follows and the following is added to Consolidated Code Rule 920:

When a locomotive is left unattended, when practical, locomotive must be placed on a track that is protected by a derail or coupled to a car or cars with hand brakes applied on not less than 10 cars or on all cars if coupled to less than 10 cars.

Reverse lever must be placed in neutral position and handle removed and placed in receptacle provided. Independent brakes must be fully applied and generator field or exciter switch placed in "OFF" position. Hand brakes must be set on each locomotive and wooden blocking must be placed under front and back of one pair of wheels. Windows must be closed and latched and when possible, cab doors locked.

EXCEPTION: At locations listed below, if locomotive is equipped with operative safety control feature and engines are idling, hand brakes need not be applied or wooden block placed under wheels. This does not modify the requirements of Air Brake Rule 1044 (B).

IDAHO DIVISION

Kemmerer	Montpelier	Soda Springs
Pocatello	Rupert	Twin Falls
Shoshone	Boise	Nampa
Emmett	McCall	Nyssa
Burns	Cascade	New Meadows
Blackfoot	Idaho Falls	Council
Butte	Silver Bow	Dillon

OREGON DIVISION

La Grande	Kalama	Hinkle
Boardman	Kelso	Wallula
Heppner	Chehalis	Walla Walla
Arlington	Centralia	Kennewick
Condon	Aberdeen	Grandview
Ione	Hoquiam	Yakima
Redmond	Olympia	Ayer
The Dalles	Tacoma	Connell
Hood River	Sumner	Colfax
Cascade Locks	Auburn	Moscow
Troutdale	Kent	Kellogg
Albina	Argo	East Spokane
Trentwood	Sandpoint	Eastport

Engine Service

876 (R). The Fireman, or engineer trainee when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer or engineer trainee.

The fireman or engineer trainee must not be permitted to handle the locomotive in road passenger service except in emergency.

Air Brake Rules

1001 (R). Engines must be stopped before moving onto a turntable, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

1030 (R) Referring to Rule 1030 (C) — Pocatello and La Grande are designated inspection points.

1039 (R). Some Union Pacific GP-9 class units and some foreign line units are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9's or foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

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

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

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

1066 (R). When operating with RCS in service, all operations must be in accordance with Remote Control Operating Instruction Pamphlet, as revised July 1, 1972.

Cars or Loads of Excess Dimension

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

- 1-A Protect against other loads over 12 feet wide, also all loads and equipment having a width of over 12 feet due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Load must be placed on carrying car so that all axles are equally loaded.
- 6-F Separate this load from locomotive or any other heavy load exceeding 220,000 pounds gross weight, by at least three cars not exceeding 220,000 pounds gross weight each.
- 7-G Separate this load from locomotive or any other heavy load exceeding 240,000 pounds gross weight, by at least three cars not exceeding 240,000 pounds gross weight each.
- 8-H Separate this load from locomotive or any other heavy load exceeding 263,000 pounds gross weight by at least three cars not exceeding 263,000 pounds gross weight each.
- 9-I Cannot be handled via Montpelier and must be handled via Ogden between Granger and McCammon.
- 10-J Cannot be handled through Tunnels No. 10 to 17 and must be routed via Riparia and Colfax between Ayer and Spokane.
- 11-K Cannot be handled through Peninsula Junction Tunnel No. 18 and must be routed via Kenton between Troutdale and North Portland, or via Graham between Troutdale and Albina.

12-L Cannot be handled through Bear River Tunnel No. 15 and must be routed via Granger between Ogden and McCammon.

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

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

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

There is to be no change in the present method of issuing train orders for excess dimension cars.

IDAHO DIVISION SPECIAL RULES

POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

14 (S). At Pocatello, whistle signal 14 (1) must be sounded for fire road crossing in Montana freight yard and engine bell must be ringing approaching and passing over this crossing.

14 (T). At Pocatello, engine bell must be ringing approaching and passing over crossing entering PFE Repair Shop, crossing entering Purina Plant and approaching and entering Store House.

Movements In Yard

93 (R). North or westward, and south or eastward running tracks extend from switch to No. 1 Main Track East End Pocatello Yard to Pocatello Jct.

Unless otherwise authorized by the yardmaster, all train and engine movements on these tracks must be made with the current of traffic.

93 (S). No. 1 and No. 2 main tracks between Pocatello Junction and MP 213.1 are signalled for ABS two main track operation.

Current of traffic is westward on No. 1 main track and eastward on No. 2 main track.

Authority must be obtained from Yardmaster before occupying either main track and before movement is made against the current of traffic.

Eastward Begin CTC is located at Stop Signal at MP 213.1.

Westward Begin CTC is located at Stop Signal at Pocatello Jct.

93 (T). All trains or engines must not foul leads or running tracks at either end of Receiving Yard until receive authority from Yardmaster.

93 (U). Westward trains arriving Pocatello on No. 1 main track must stop clear of cross-over located at MP 213.3 leading from No. 1 main track to Receiving Yard, unless otherwise instructed by yardmaster or dispatcher and those directed to use main track must stop at fueling station at west end of Depot, unless otherwise instructed by yardmaster or dispatcher.

Eastward trains on main track must stop at fueling stop sign located at MP 213.0 opposite Bowl Tracks, unless otherwise instructed by yardmaster or dispatcher.

When an eastward train is ready to leave Departure Yard, a member of crew must so advise the train dispatcher.

93 (V). Speed over weigh-in-motion scale must not exceed 3 MPH.

93 (W). At Pocatello engine house, brakeman must precede multiple unit back up movements on foot from entering switch at west end. Power must not couple into other power already on Engine House Track.

Road Crossings

103 (R). At Pocatello, engines or cars must not be left standing on fire road crossings and these crossings must not be blocked longer than necessary when making switching movements.

At Pocatello, on Old Montana main track, all trains and engines must approach Oak Street at not to exceed 15 MPH and be prepared to stop if crossing is occupied.

Switches

104 (S). Switches will be set normally:

- Pocatello —All Switches on north running track —for running track;
—Switch from north running track to Old Tie Plant track —for running track;
—Switch to Purina Mills —for stockyard lead;
—Switches on South running track, west of Bowl 40 —for south running track;
—Cross-over on Old Montana main track opposite Steel Car shop —for cross-over.

104 (S-1). At Pocatello Junction, dual control switches leading to Montana main track, Junction switch to Montana main track, cross-over switches, and switch leading to Kraft Cheese Plant are No. 10 turnouts.

Retarder Yard—Pocatello

804 (V). Switching movements handled by Car Retarder System are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop.
Yellow	—Proceed (toward hump) not exceeding 3 MPH.
Green	—Proceed (toward hump) not exceeding 6 MPH.
Flashing Red	—Back up (away from hump).

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

- 1 long blast —Humping operations are about to start.
2 short blasts —Call for maintainer.
3 short blasts —Call for section foreman.

804 (V-1). The following cars are not to be humped and must be set out or shoved to rest in Bowl: Cars containing:

LP Gas	Transformers
Missiles	Atomic waste
	Modular housing Units

804 (V-2). Cars must be left 3 car lengths to clear clearance point at east end of Bowl tracks.

804 (V-3). Referring to second paragraph Rule 804(E) and to Rule 869. At Pocatello, an employe must ride rear of multiple unit engine backing up without cars.

Restricted Cars

805 (R). Referring to Rule 805 (D). West end of Academy tracks and a number of tracks in shop area and Bucyrus Erie Plant have curves in excess of 16 degrees.

805 (R-1). Trains or engines handling loads in excess of 12 ft. 6 ins. wide must not operate on north running track adjacent to Departure 13 when Departure 13 occupied.

Handling Cars with Air Brakes

806 (S). At Pocatello, all cars handled north of Oak Street crossing on Old Montana main track and north of Pole Line cross-

ing on New Montana main track, must have air brakes cut in and operative.

Use of Hand Brakes

806 (S-1). Referring to Rule 806 (A). Following are minimum requirements on tracks shown:

Location	Requirements
PFE Shop Yard tracks Tie Plant Yard tracks	—Not less than 6 hand brakes on west end.
Main tracks and all other tracks west of Gould Street	
Departure Yard tracks	—Not less than 2 hand brakes on east and west ends.
Receiving Yard tracks	—Not less than 2 hand brakes on head end.

806 (S-2). When placing cars in a receiving track containing other cars, coupling with other cars must be made. Hand brakes on either end of cars in receiving track must be released and brakes reapplied on head end of cars left in track.

Track Restrictions

899 (R). 6900 class units must not use Enginehouse Track 9.

IDAHO—FIRST SUBDIVISION AND BRANCHES

Engine Whistle Signals

14 (U). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

Movement of Trains by Radio

96 (R). Train and engine movements on Dry Valley Branch will be controlled by Train Dispatcher through the issuance of block clearances, Form 2643-BC, via radio to Conductor and Engineer of train to be moved. All trains moving on main track between Epco and Dry Valley must be authorized by block clearance and must not occupy any portion of main track without a valid block clearance in their possession.

All block clearances must be copied by Conductor and Engineer and must be repeated by each of them to the Train Dispatcher and the repeated time given by Train Dispatcher must be entered, as well as name of person copying block clearance. Train Dispatcher will record block clearance in train order book in the following form, assigning a train order number to each, preceding it with the letters BC thus:

BC 1

Epco to C&E Engine 201

This is your authority to proceed from Epco to Dry Valley. Additional instructions—Do not exceed 20 MPH between MP 8 and MP 8.75.

R 1247 PM Conductor Jones

R 1248 PM Engineer Smith

Dispatcher's transfer must include block clearances still in effect.

TSD

Proper receipt of block clearance by a train or engine is authority for movement from the first named station to the second named station only. Protection of rear of train as prescribed by Rule 99 is required only when a reverse movement is to be made in block clearance territory. When train or engine authorized by block clearance has arrived in clear at destined station, Conductor must report arrival to the Train Dispatcher and enter the time reported clear on the block clearance. No further main track movement may be made without receipt of another block clearance.

Additional instructions such as "Do not exceed 10 MPH between MP 12 and MP 13" or for a movement from Dry Valley to Epco may state "May pass Wooley Valley", must be entered on block clearance as transmitted by the Train Dispatcher. If no additional instructions, the word "NONE" must be entered.

Only one train may be allowed in any block at one time, whether following or opposing, and block clearance for a train waiting to move must not be issued until the preceding train has reported clear. Except as affected by Special Rule 96 (R) all operating rules remain in effect.

Switches

- 104 (T). Switches will be set normally:
- Soda Springs—Tail of wye switch on Conda Branch, —for east leg of wye.
- McCammon —Wye switch on Idaho storage and on Utah east siding —for wye.
- Conda Branch—Lower derail on Monsanto lead, in derailing position while switching above derail.
- Conda —Main track derail—in derailing position. Must be kept in derailing position while switching above derail.
- Grace —Main track derail—in derailing position except while movements are being made over it.
- Dry Valley —Switch to west leg of wye —for wye track. Switch at tail of wye —for west leg of wye.

104 (T-1). At Kemmerer, switch leading to Cumberland Branch just west of west switch Kemmerer siding is No. 10 turnout.

104 (T-2). No. 20 turnouts are in service at end of two main tracks Dingle, Pescadero, Topaz, McCammon, Blaser and all power switches at Granger.

CTC Stop Signals

269 (R). Switch at west end Idaho Division siding at Granger (M.P. 1.58) is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

Switching Operations

804 (W). At Opal, on El Paso Natural Gas Company tracks:

Before coupling to cars spotted at loading rack on either side, such cars must be walked and it must be known that all loading connections have been removed and clear.

Before coupling to cars on these tracks, it must be known that all cars are properly secured by hand brakes so that car or cars will not roll if coupling fails to make.

Engines must not go beyond end of loading rack and at least two cars, when available, must be held onto.

804 (W-1). Crews using North runaround track 600 feet east of river bridge at Inkom Cement Plant, watch out for hazard of falling into coal pit.

Long Cars

805 (S). Referring to Rule 805 (D). Town track, Montpelier has curve of 18 degrees.

Track Restrictions

899 (S). Engines must not be operated on following tracks:

Location	Track
Leefe.....	Over scales on north track at tipple.
Monsanto Spur.....	End 50 feet of Furnace room track.
Conda.....	Loading tracks, west of scales.
Epo.....	Over rollover dumper. Over track scales.
Dry Valley.....	Under ore loading tipple. (Overhead clearance 12' 8" above top of rail).
Inkom.....	Over track scales at cement plant.

899 (S-1). High Line track behind depot Kemmerer restricted to one GP-7 or GP-9 class unit per movement.

Close Clearances

900 (R). There are close clearances at the sides of main tracks as shown below, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks:

Side clearance is close at locations listed below.

First Subdivision	M.P. 98.66 Bridge	M.P. 184.83 Bridge
M.P. 11.35 Bridge	M.P. 101.08 Bridge	M.P. 186.58 Bridge
M.P. 21.94 Bridge	M.P. 106.32 Bridge	M.P. 198.65 Bridge
M.P. 26.81 Bridge	M.P. 107.29 Bridge	M.P. 202.34 Bridge
M.P. 28.81 Bridge	M.P. 119.86 Bridge	M.P. 203.02 Bridge
M.P. 37.78 Bridge	M.P. 126.40 Bridge	Cumberland Branch
M.P. 37.94 Bridge	M.P. 129.92 Bridge	Elkol coal mine
M.P. 38.95 Bridge	M.P. 131.44 Bridge	Coal tipple
M.P. 84.04 Bridge	M.P. 133.65 Bridge	Grace Branch
M.P. 84.24 Bridge	M.P. 136.97 Bridge	M.P. 5.33 Bridge
M.P. 91.03 Bridge	M.P. 138.64 Bridge	Conda Branch
M.P. 95.94 Bridge	M.P. 139.96 Bridge	M.P. 7.41 ... Mine trestle
M.P. 96.97 Bridge	M.P. 178.61 Bridge	

IDAHO—SECOND SUBDIVISION AND BRANCHES

Public Crossings

103 (S). At Burley, city ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

103 (S-1). On Ketchum Branch, at MP 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing before proceeding.

Switches

104 (U). Switches will be set normally:

- Don —F.M.C. switch to runaway spur —for runaway spur;
- Minidoka —Switch at end of Twin Falls Branch main track —for siding;
- Bliss —Switch at end of North Side Branch main track —for siding;
- Jerome —East end of team track —for team track;
- Twin Falls —Wells Branch main track —for Wells Branch.

104 (U-1).

No. 20 turnouts are in service at end of two main tracks Michaud, Dietrich and Ticeska.

No. 20 equilateral is in service at end of two main tracks Shoshone.

Sidings and Side Tracks

105 (R). At Fairfield, trains must not pass west switch of stock track until it has been ascertained that cars from Wendell Mill are clear of main track.

Restricting Trains

215 (R). At Rupert, Burley and Twin Falls when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Track Scales

804 (X). At Don, movements over weigh-in-motion scale, west end rock track, Simplot Plant, must not exceed 10 MPH.

Warning Device

804 (X-1). Warning Device at J. R. Simplot Co. at Heyburn and Burley Processors at Burley must be actuated by a crew member before switching at these plants is commenced.

Long Cars

805 (T). Referring to Rule 805 (D). Following tracks have curves in excess of 16 degrees:

- Don —J. R. Simplot Ampo-Phos trackage 20 degrees;
- Oakley—Team track 20 degrees;
- Mill track 21 degrees.

Handling Cars with Air Brakes

806 (T). Air brakes must be cut in and operative on all cars handled on tracks shown below:

- Between Twin Falls and McMillan;
- Between main track and city yard, Jerome.

Use of Hand Brakes

806 (T-1). At Don, hand brakes must be applied on all loads left on FMC Coke track.

Track Restrictions

899 (T). Engines or cars must not be operated on tracks as shown below:

- Don— Union Pacific crews must not move engine or cars east of FMC Plant main crossing on load tracks, or west of empty track switches on empty tracks.
 - Engines must not be operated over trackage serving J. R. Simplot Ampo-Phos. bagging and bulk plant.
 - Engines must not pass under loader on Foster slag track No. 1 account insufficient clearance.
- Starrh's Ferry — When servicing Coors Warehouse, do not move units or cars over scale or under overhead building.
- Myers— Engines must not enter covered area at Amalgamated Sugar Company's bulk sugar loading plant. Movement must be stopped before shoving cars into building. Engines or box cars must not enter covered area at wet hopper at this plant.
- McMillan— Engines and box cars must not enter covered area at wet hopper at Amalgamated Sugar Company factory.

Close Clearances

900 (S). There are close clearances at the sides of main tracks as shown below, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks:

Side clearance is close at locations listed below.

Second Subdivision	Twin Falls Branch	Ketchum Branch
M.P. 331.27 .....Bridge	M.P. 20.10 .....Bridge	M.P. 62.84 .....Bridge
M.P. 333.45 .....Bridge		M.P. 66.81 .....Bridge
M.P. 339.80 .....Bridge	North Side Branch	
	M.P. 18.39 .....Bridge	
	M.P. 21.39 .....Bridge	

IDAHO—THIRD SUBDIVISION AND BRANCHES AND BOISE CUT-OFF

Inspection of Track

101 (R). At Emmett, trains and engines using log spur and chip track in Boise-Cascade Mill Yard must inspect crossing and know that flange ways are clear before passing over them.

Public Crossings

103 (T). At Emmett, running switches or permitting cars to run free over Washington Street crossing is prohibited.

103 (T-1). At McCall, before crossing Third Street (State Highway N-15), trains must come to a complete stop at a point not less than one foot or more than 20 feet from boundaries of this street.

103 (T-2). At Nyssa cars left on siding must be left clear of Oregon P.U.C. markers at Locust Ave.

103 (T-3). At Boise Freight engines moving across crossings must have an employe riding leading deck of engine protecting movement.

103 (T-4) At Ontario, all movements on Tokyo 1 and 2, East Team, and East Warehouse tracks over 5th and 6th Avenue crossings must be protected by a member of crew ahead of movement.

Switches

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

- Nampa —Idaho Northern switch —for Idaho Northern on east leg of wye Branch;
- Nyssa —Homedale Branch switch —for siding;
- Ontario —Oregon Eastern Branch switch —for siding.

104 (V-1). At Nampa, running track adjacent to main track extends from MP 455 at East Nampa to MP 459.4 West Nampa.

104 (V-2). All movements to or on running track at Nampa must be authorized by Train Dispatcher.

No. 20 turnout is in service at end of two main tracks, Reverse.

No. 9 turnout is in service at east end of siding Huntington.

No. 10 turnouts are in service on main track switches Boise Jct. MP 456.50 to and including crossover at MP 457.14.

Restricting Trains

215 (S). At Emmett, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

CTC Rules

268 (R). At Glenns Ferry a train or engine must not clear the main track on Dock Track. When using this track, main track must be continuously occupied or main track switch must be left open.

Long Cars

805 (U). Referring to Rule 805 (D). Curvature on following tracks is in excess of 16 degrees:

Perkins	Zellerbach spur	20 degrees.
Nampa	Carnation spur	18 degrees.
Fairgrounds	Track 2	17 degrees.
Boise Freight	Coast track	20 degrees.
	Coast Pass	17 degrees.
	B&W track	17 degrees.
	Team track lead	17 degrees.
	Bunn track	24 degrees.
	Bunn Davis	20 degrees.
	Falk track	20 degrees.
	Falk Wool spur	20 degrees.
	Nehi track	20 degrees.
Vernon	Gate City Steel track	17 degrees.
Caldwell	South Mill track	20 degrees.
	Swift's Spur	18 degrees.
Payette	Payette Branch main track MP 0.25	17 degrees.

Use of Hand Brakes

806 (U). Referring to Rule 806(A). Following are minimum requirements on tracks shown Nampa-Yard:

Location	Requirements
Icehouse and Storage Yard Tracks	Not less than 6 hand brakes on west end.
East yard tracks	Not less than 2 hand brakes on west end.
Short Yard Tracks	Not less than 1 hand brake.

Track Restrictions

899 (U). Engines must not be operated on tracks as shown below:

Location	Track
Fischer.....	Engines must not go beyond either the wet hopper or unloading hoppers on old track near main track.
Simplot (Wilder Branch)	Over pit under track at Simplot Soil Builder.
Nyssa.....	Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3. Coal silo trestle, sugar factory.
Rubicon.....	On new logging spur beyond end of heavy rail 1600 feet from switch.
New Meadows.....	Boise-Cascade trackage, west of No. 1 receiving track, west switch.

900 (T). There are close clearances at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Side clearance is close at locations listed below.

Third Subdivision	Idaho Northern Branch	Oregon Eastern Branch
M.P. 447.80 Bridge	M.P. 33.27 Tunnel	M.P. 11.47 Bridge
M.P. 448.13 Bridge	M.P. 38.56 Tunnel	M.P. 29.27 Bridge
M.P. 465.01 Bridge	M.P. 49.23 Bridge	M.P. 53.71 Tunnel
M.P. 466.74 Bridge	M.P. 77.34 Tunnel	M.P. 71.16 Tunnel
M.P. 486.83 Bridge	M.P. 83.72 Tunnel	M.P. 72.32 Bridge
M.P. 487.70 Bridge	M.P. 89.59 Bridge	M.P. 84.58 Bridge
M.P. 494.57 Bridge		M.P. 84.99 Bridge
M.P. 499.82 Bridge		M.P. 95.32 Bridge
M.P. 500.17 Bridge		

Air Brake Rules

1046 (R). On Idaho Northern Branch, eastward trains handled by engine without dynamic brake or without pressure maintaining in operation must stop at MP 69 not less than 10 minutes to cool wheels and inspect train.

IDAHO—FOURTH SUBDIVISION AND BRANCHES

Public Crossings

103 (U). At Pocatello, when an eastward Fourth Subdivision train is stopped by Signal 1358, a member of crew must protect Pole Line crossing before proceeding.

103 (U-1). At Idaho Falls Yard, before crossing Yellowstone Highway at the following locations, highway crossing signals must be activated:

Cliff Street (Old Montana main)
Short Street (Ice Spur lead)
19th Street Texaco Oil Spur (Gravel spur)
West Broadway Street (Taube spur).

Starter boxes are located on cases or masts on each side of highway crossing. A member of crew must use switch key to activate signals before making each movement onto or over highway crossing. Switch key may then be removed and signals will continue to operate until movement has cleared the crossing. Signals must not be activated except when movement is to be made onto or over the crossing.

Switches

104 (W). Switches will be set normally:

Monida —switch at tail of wye —for east leg of wye.
Ashton —Teton Valley Branch junction switch —for Teton Valley Branch.
Gay —west leg of wye —for wye

Sidings and Side Tracks

105 (S). Trainmen and enginemmen must expect to find cars on the following tracks at all times:

Ucon —siding;
St. Anthony —West Belt siding;
Hart —siding;
Rexburg —siding;
Payne —siding.

Restricting Trains

215 (T). At Idaho Falls and Dillon, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Long Cars

805 (V). Referring to Rule 805 (D). Curvature on following tracks is in excess of 16 degrees:

Collins American Potato spur 20 degrees.
Idaho Starch Factory spur 20 degrees.

Use of Hand Brakes

806 (V). At Gay, cars set out must have slack bunched and brakes set on every fourth car beginning at east end of each cut. West leg of wye will be used for runaway track and switch must be lined for runaway track at all times except when train is passing.

Position of Cars in Train

809 (Y). On West Belt Branch any loaded car with gross weight in excess of 263,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each.

On West Belt Branch cars in excess of 240,000 pounds gross weight must not be handled between Menan and St. Anthony.

On Mackay and Aberdeen Branches cars in excess of 263,000 pounds gross weight must not be handled, and cars in excess of 220,000 pounds gross weight must not be handled between Arco and Mackay.

Track Restrictions

899 (V). Engines must not be operated on tracks as shown below:

Location	Track
Blackfoot.....	Sugar factory coal trestle.
Idaho Falls.....	Bonded Coal Yard trestle on Agren Spur.
Lincoln.....	Over beet unloading dock on high line. Engines must not enter bag sugar loading house or bulk sugar loading house.
Divide.....	Coal trestle.

Close Clearances

900 (U). There are close clearances at the sides of main tracks as shown below, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks:

Side clearance is close at locations listed below.

Fourth Subdivision	Silver Bow . . B.A.&P. and C.M. St. P.&P overhead trolley wires. Do not touch. Look out for broken wires.	M.P. 44.40 Bridge
M.P. 156.96 Bridge		Ashton Standpipe
M.P. 166.97 Bridge		M.P. 62.78 Tunnel
M.P. 192.35 Bridge		
M.P. 202.73 Bridge		East Belt Branch
M.P. 319.12 Bridge		M.P. 19.11 Bridge
M.P. 324.51 Bridge		M.P. 19.37 Bridge
M.P. 351.28 Bridge	Mackay Branch	M.P. 40.56 Bridge
M.P. 383.58 Bridge	M.P. 1.59 Bridge	
M.P. 384.48 Bridge	Yellowstone Branch	West Belt Branch
	M.P. 18.44 Bridge	M.P. 12.85 Bridge
	M.P. 19.55 Bridge	M.P. 36.05 Bridge

Air Brake Rules

1042 (R). Not less than 50% retaining valves must be used on all trains from Gay to MP 9.25, and they must be placed in heavy holding position.

If train stops between Gay and MP 9.25, retaining valves must be placed in heavy holding position on all cars before air brakes are released.

When handling ore with single unit from Gay to MP 9, consist must not exceed 40 cars.

SPECIAL RULES—OREGON DIVISION FIRST AND SECOND SUBDIVISIONS AND BRANCHES

Use of Engine Whistle

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

Public Crossings

103 (V). At Baker on Ellingson Spur and West leg of wye, movements over Broadway Street must be protected by flagman. On Industry Spur movement over Campbell Street must be protected by flagman. Street crossings at Campbell and Auburn Streets must not be blocked in excess of five minutes.

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

Switches

104 (X). No. 14 turn-outs are installed at all dual control switches in CTC territory except the following which are No. 10 turnouts:

- Meacham —West switch to siding;
—Switches between Tracks 1 and 2 at east and west end;
- Duncan —West switch to siding;
- Gibbon —West switch to siding;
- Rieth —Switch to Pilot Rock Branch;
- Huntington —East switch to siding has No. 9 turnout.

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

- La Grande: Joseph Branch switch—for drill track;
Switch to north side lead and roundhouse—for drill track;
- Joseph, main track switch, east leg of wye—for wye;
- Joseph, switch at stem of wye—for east leg of wye;
- Hinkle, junction switch, Umatilla Branch—for running track;
- Hinkle, wye switches—for running track;
- Hinkle, switch at stem of wye—for east leg of wye.

Main Track Derails

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

Pilot Rock—two derails located 1500 feet west of west switch to New Setout Track and 190 feet east of west switch to Old Mill Track.

Helper Engines

809 (Z). When helper units are cut out of trains at Kamela or Encina, helper units will be used to couple rear portion of the train to head portion.

When starting trains with helper on rear end of train, and it is not possible to communicate signals, the following method will be used:

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

899 (W). 5000 H.P. units or larger must not be operated over wye track Kamela or highline track at Lime.

Close Clearances

900 (V). There are close clearances at the sides of main tracks as follows, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks.

Side clearance is close at locations listed below.

First Subdivision	M.P. 378.77 Tunnel	M.P. 230.57 Bridge
M.P. 388.40 Bridge	M.P. 378.75 Bridge	M.P. 226.86 Bridge
M.P. 387.75 Bridge	M.P. 378.19 Bridge	M.P. 214.42 Bridge
M.P. 387.36 Bridge	M.P. 376.11 Bridge	M.P. 206.21 Bridge
M.P. 386.92 Bridge	M.P. 373.90 Bridge	M.P. 205.84 Bridge
M.P. 385.95 Bridge	M.P. 373.76 Bridge	M.P. 204.91 Bridge
M.P. 385.19 Bridge	M.P. 372.02 Bridge	M.P. 204.15 Tunnel
M.P. 385.02 Bridge	M.P. 366.74 Bridge	M.P. 198.26 Bridge
M.P. 384.42 Bridge	M.P. 343.94 Bridge	
M.P. 383.27 Bridge		Joseph Branch
M.P. 382.02 Bridge	Second Subdivision	M.P. 2.48 Bridge
M.P. 380.44 Bridge	M.P. 252.52 Bridge	
M.P. 380.22 Bridge	M.P. 251.18 Bridge	Pilot Rock Branch
M.P. 379.62 Bridge	M.P. 238.67 Bridge	M.P. 0.16 Bridge

900 (V-1). At La Grande, look out for close clearance between Tracks 4 and 5, which have 13 ft. track centers creating less than normal clearance.

Air Brake Rules

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

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

1042 (S). At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 10 MPH less than maximum authorized speed on descending grades.

1042 (T). On descending grades from Encina to Durkee, from Kamela to Hilgard and from Kamela to Huron, the following applies:

Trains must be handled with a brake pipe reduction of not less than 6 pounds.

Retaining valves must be used:

1. On any train exceeding 85 tons per operative brake.
2. On any trains exceeding 80 tons per operative brake with less than TWO horsepower effective dynamic brake per trailing ton.
3. On any train with less than ONE horsepower effective dynamic brake per trailing ton. Such trains exceeding 80 tons per operative brake must not exceed 15 MPH.
4. On any train being handled without pressure maintaining.

1042 (U). On descending grades from Encina to Quartz or from Telocaset to Union Jct., the following applies:

Trains exceeding 85 tons per operative brake must not exceed 25 MPH.

Train must be handled with not less than 6 pound brake pipe reduction.

Retaining valves must be used:

1. On any train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.
2. Any train being handled without pressure maintaining.

**OREGON DIVISION
SPECIAL RULES THIRD AND FOURTH SUBDIVISIONS
AND BRANCHES**

Use of Engine Whistle

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

Public Crossings

103 (W). At The Dalles, public crossings must not be blocked longer than 10 minutes, and at Troutdale not longer than 5 minutes.

Switches

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

Hinkle, junction switch, Umatilla Branch—for running track;

Hinkle, west wye switch—for running track;

Hinkle, switch at stem of Wye—for east leg of Wye.

104 (Y-1). No. 20 equilateral is installed at end of double track, Biggs.

No. 20 turn-outs are installed at end of double track Crates and at Jct. switch Troutdale.

No. 14 turn-outs are installed at all other dual control switches in CTC territory except following, which are No. 10 turn-outs:

Biggs —Siding switches;

Hinkle —Switches to Passenger Track No. 1.

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

Condon (M.P. 44.0)

Heppner (M.P. 44.9)

Umatilla (40 feet west of Johns Manville spur.)

104 (Y-3). At Heppner, when cars are left on main track for Kinzua Lumber Co., switch must be lined and locked for chip track to provide derail protection.

Centralized Traffic Control

269 (S). Referring to Rule 269 (B), push buttons are located in relay houses:

West Biggs MP 184.0 MP 184.5

Electrically Locked Switches

280 (S). At Oregon Trunk Jct., junction switch and both switches of cross-over between eastward and westward main tracks are equipped with electric locks controlled by operator at The Dalles. Telephone is located at cross-over switches.

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

Track Restrictions

899 (X). At Bonneville Powerhouse Spur, movement of hydro-cushion cars is restricted to one car and units account of curvature.

Close Clearances

900 (W). There are close clearances at the side of main tracks as follows, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks.

Side clearance is close at locations listed below.

Fourth Subdivision	M.P. 29.65 Bridge	M.P. 3.79 Bridge
M.P. 69.40 Bridge	M.P. 26.01 Bridge	M.P. 0.43 Bridge
M.P. 63.32 Bridge	M.P. 15.82 Bridge	Portland ... Depot Shed
M.P. 61.03 Bridge	M.P. 10.25 Bridge	M.P. 4.5 Tunnel
M.P. 39.90 Bridge	M.P. 8.19 Bridge	
M.P. 32.15 Bridge	M.P. 4.14 Bridge	Umatilla Branch
M.P. 31.85 Bridge		M.P. 10.67 Bridge

Air Brake Rules

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

Condon Branch, all westward trains, MP 35 to MP 16, all retaining valves must be used.

**OREGON DIVISION
SPECIAL RULES ALBINA TERMINAL**

Movements in Yards

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

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

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

Main track 1—track nearest river;

Main track 2—track farther from river.

These tracks are signalled for movement in both directions.

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

Trains or engines moving from Harding Street to East Portland on Tracks 1 or 2 must receive proceed signals from Switch Tender.

Engines servicing any industry located between Harding Street and East Portland must report to the Operator at East Portland before entering and after clearing main tracks.

Railroad Crossings and Junctions

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
East Portland. (S.E. Second Ave.)	B. N.	U. P.	Stop signs.

Normal Position of Switches

104 (Y-4). Normal position of switch to Albina Fuel Co. Spur is for Barker Mfg. Co. lead.

104 (Y-5). Cross-over switches on tracks 21 to 26 inclusive must be left lined for straight track after having been used.

Dual Control Switches

275 (R). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 609(a) or 609(b), levers on control machine must, when possible, be positioned for route to be used.

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

East Portland

Portland Terminal

Switching Operations

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

804 (Y-1). At Terminal 4, when Cargill switch engine is tied up on Elevator 7 or this track is blocked by Cargill Company's motor vehicles, Elevator 9 must be used for switching movement west of the elevator.

Track Restrictions

805 (W). Referring to Rule 805 (D):

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

Between Albina and east end of Steel Bridge, Portland;

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

Use of Hand Brakes

806 (W). Referring to Rule 806(A). Following are minimum requirements on tracks shown:

Location	Requirements
Business Car Spurs	—Hand brakes applied on all cars
Cook Elevator-Rivergate	—Not less than two hand brakes
Unloading Tracks	on east and west ends.

Close Clearances

900 (X). There are close clearances at the sides of main tracks as follows, and in addition thereto, at platforms and other structures at the side of industry, stock and other tracks.

Side clearance is close at locations listed below.

M.P. 15.82	.....Bridge	M.P. 4.14	.....Bridge	Portland	.....Depot
M.P. 10.25	.....Bridge	M.P. 3.79	.....Bridge	M.P. 4.5	.....Tunnel
M.P. 8.19	.....Bridge	M.P. 0.43	.....Bridge		

900 (X-1). At south end of Union Station, Portland, clearance is very close and will not clear a man on side of car between tracks 1 and 2, 3 and 4 from interlocking signals to point 100 feet north of the crossing.

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

OREGON DIVISION—CONSOLIDATED CODE

SPECIAL RULES—FIFTH AND SIXTH SUBDIVISIONS AND S.I.R.R.

OLYMPIA, GRAYS HARBOR, YAKIMA, SUNNYSIDE, TEKOA,
PLEASANT VALLEY, WALLULA, MOSCOW, CONNELL, TUCANNON-
POMEROY, PENDLETON, DAYTON, WALLACE, AND SIERRA
NEVADA BRANCHES, SPOKANE SUBDIVISION AND
COEUR D'ALENE BRANCH

Standard Time

2 (T). Employees listed below must have a railroad grade watch with correct time while on duty.

All employees in train, engine or yard service.

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

Fusees

11 (R). First sentence of Consolidated Code Rule 11 is modified as follows: A train or engine finding a fusee burning red on or near its track must stop before passing the fusee and then proceed at reduced speed for one mile.

Reduce and Resume Speed Signs

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

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

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

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

Protection of Track Work

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

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

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received or written instructions are found with the red signal.

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

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

Tri Radial Lights

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

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

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

Headlights

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

Yard Limits

93 (Z). At Hinkle and Albina, Oregon Fifth and Sixth Subdivision crews will be governed by Consolidated Code of Operating Rules and in addition must be governed by the following:

Within yard limits, the main track may be used without authority conferred by time-table, train order or clearance.

Within yard limits all trains or engines must move prepared to stop short of train, engine or cars unless the main track is seen or known to be clear.

Within yard limits where the main track is protected by a continuous automatic block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signals, protection as prescribed by Rule 99 must be provided against first class trains.

Unless otherwise authorized, a train or engine must not move against the current of traffic within yard limits until provision has been made for protection of the movement.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits.

Note: "Known to be clear" includes when main track is known to be clear by the indication of block signals or interlocking signals.

Railroad Crossings

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

Train Movements

103 (X). Referring to Rule 103 (E). A speed of 25 MPH must not be exceeded.

Train Orders

211 (R). In train order offices where duplicating machines are available, such machines may be used for reproduction of train orders.

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

215 (U). Except at initial stations, when a train's superiority is restricted for an opposing train at the point where the order is issued to it, the order must not be made complete to the train which is being advanced until the operator has placed two torpedoes on the rail not less than 1000 feet from the train order signal in the direction of the restricted train, and the train dispatcher has been notified that torpedoes have been placed. In addition, the restricted train must be brought to a stop by operator, using red flag or red fusee, before the train dispatcher OK's the clearance.

Forms of Train Orders

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

Protection of Gangs or Machines

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

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

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

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

General Description of Signals

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

Authorizing Extras and Sections

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

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

Centralized Traffic Control System

267 (R). Clearance Form C must be received to authorize track and time limits for a work train. Clearance Form C must also be received to authorize a train or engine to proceed from a Stop indication as provided in Operating Rule 269 except when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

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

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

Dual Control Switches

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

275 (T). When necessary to perform switching over dual control switch as provided in Operating Rule 276, first move, when possible, must be made on signal indication.

275 (U). When communication fails and it is necessary to hand operate dual control switches, switch must not be operated until five minutes after selector lever has been placed in HAND position.

Block Signals

509 (R). When a slide warning device plug is found pulled or controller operated but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller reset by depressing "Re-set" button, and conductor must make report to train dispatcher by quickest means of communication.

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

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

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

Use of Radio

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

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

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

Safety Precautions

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

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

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

On locomotive, two inches or longer;

On freight car, two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer;

On passenger train cars, one inch or longer.

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

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

Position of Cars in Trains

805 (X). Scale test cars (except car WO-3 and UP 903006) and cars tagged, stencilled, or billed "Handle Only At Rear End of Train" must be handled in rear of train with scale test car next to caboose.

805 (X-1). Referring to Rule 805 (E), Consolidated Code of Operating Rules:

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

805 (X-2). Automobiles, trucks, tractors, modular housing units and similar lading subject to damage by abrasion, loaded on flat cars or multi-level auto racks must be entrained not less than five cars behind the engine. If practicable, such cars must be entrained ahead of open top cars containing coal, coke, sand, pumice or other abrasive materials. If this cannot be done such cars must be entrained not less than five cars behind any open top car containing abrasive material.

805 (X-3). Snow plows handled in freight trains must be handled next ahead of caboose. Snow plows with only one drawbar may be handled behind caboose when securely chained to caboose and with air brakes operative. When handling snow plow in switching movements, snow plow must be handled alone, or with not more than one car.

Movements on Leads and Yard Tracks

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

Track Scales

808 (S). Locomotives must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of 5 MPH must not be exceeded.

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

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

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

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

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

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

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

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

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

OREGON DIVISION—SPECIAL RULES FIFTH SUBDIVISION AND BRANCHES

Railroad Crossings and Junctions

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Helsing Jct.	C. M. St. P. & P.	U. P.	Stop signs.
South Aberdeen.	B. N.	B. N.	Stop signs.
Olympia. (Jefferson and 7th St.)	B. N.	U. P.	Stop signs.
Tacoma. (Muni Line)	B. N.	B. N.	Stop signs.
Tacoma, Tidewater.	B. N.	B. N.	Stop signs.
Seattle (Duwamish Ave. and East Marginal Way).	B. N. C. M. St. P. & P.	B. N., C. M. St.- P. & P.	Stop signs.
Seattle. (East Marginal Way & Spokane St.)	B. N.	B. N.	Stop signs.
Seattle. (Railroad Ave. and Atlantic St.)	B. N. C. M. St. P. & P.	B. N. C. M. St.- P. & P.	Stop signs.

Drawbridges

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

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

Barge Operations

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

Engine foreman or barge-master must receive permission from barge company supervisor before any movement is made on or off barges. All cars must have air brakes cut in and operative when moving on or off barges and all movements must be made with extreme care.

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

Engines are not permitted on apron of barge slip at Pier 16.

Public Crossings

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

Switches

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

Aberdeen, switch at end of double track—for eastward trains;

South Montesano, wye switch on Montesano Branch—for west leg of wye;

Helsing Jct., junction switch—for U. P. main track.

104 (Z-1). Main track derail is located at M.P. 5.8 on Olympia Branch.

Close Clearances

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

Side clearance is close at locations listed below.

Fifth Subdivision	Seattle Depot	M.P. 4.35 Bridge
Tacoma 15th St. Bridge		M.P. 43.53 Bridge
M.P. 144.92 Bridge	Olympia Branch	Cosmopolis Plant
M.P. 146.93 Bridge	M.P. 5.23 and 5.75 Tunnel	M.P. 53.33 Bridge
M.P. 174.68 Bridge	M.P. 6.75 Bridge	
Seattle (Albro) Bridge	Grays Harbor Branch	
Seattle 8th Ave. Bridge	M.P. 1.26 Bridge	Montesano
		M.P. 0.31 Bridge

799 (R-1). Employees are warned that clearances to trolley poles are close at locations shown below:

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

799 (R-2). At Olympia, account insufficient clearance between B. N. connection scale track and main track, trains or engines must not attempt to pass on main track if trains or engines are moving on connection.

799 (R-3). At Aberdeen, account insufficient clearance between coach track No. 1 just east of passenger station and main track at turnout, trains and engines must not attempt to pass on main track if trains or engines are moving on coach track No. 1.

934 (R). 6900 series units must not be operated on Union Depot trackage at Tacoma.

OREGON DIVISION—SPECIAL RULES—SIXTH SUBDIVISION AND BRANCHES AND SPOKANE INTERNATIONAL RAILROAD

Use of Engine Whistle

15 (R). Within the City limits of Spokane and Pomeroy, and at Walla Walla over crossings at West Cherry Street and Gardeners Assn. west of Mill Creek Bridge, the use of engine whistle is prohibited except to prevent accident not otherwise avoidable.

Railroad Crossings and Junctions

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Spokane B. N. Crossing (M.P. 369.2)	B. N.		Interlocking.
Spokane B. N. Crossing old yard lead.	B. N.		Automatic Interlocking. Special Rule 98 (W-1).
Manito. (M.P. 143.7)	C. M. St. P. & P.	Jct. switch is lined for movement U. P. to C. M. St. P. & P. Upper unit block signal 1437 governs movement from U. P. to C. M. St. P. & P.	
Garfield. (M.P. 95.4)	B. N.	U. P.	Stop signs.
Thornton (M.P. 30.6)	B. N.	B. N.	Stop signs.
Oakesdale. (M.P. 39.7)	B. N.	U. P.	Stop signs.
Walla Walla. (M. P. 47.2)	B. N.	U. P.	Stop Signs.
Walla Walla. (M.P. 44.2)	W. W. V.	U. P.	Gate.
Milton-Freewater (M.P. 36.3)	W. W. V.	U. P.	Gate.
Parker. (M.P. 91.3)	B. N.		Automatic Interlocking.
Yakima River Bridge (M.P. 89.4)	B. N.	U. P.	Automatic Interlocking Special Rule 613 (R).
Garrett. (M.P. 28.7)	W. W. V.	U. P.	Gate.
Dayton. (M.P. 13.0)	B. N.	B. N.	Stop signs.
Pullman. (M.P. 19.3)	B. N.	U. P.	Stop signs.
Wallace. (M.P. 80.4)	B. N.	U. P.	Stop signs.
Plummer (M.P. 16.2).	C. M. St. P. & P.		Special Rule 98 (W-2).
Spokane Subdivision (S. I. R.R.) Spokane. (M.P. 0.04)	B. N.	B. N.	Stop signs.
Grand Junction (M.P. 22.1)	B. N.	S. I.	Stop signs.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Sandpoint (M.P. 75.3)	B. N.		Interlocking (Controlled by B. N. Dispatcher).
Bonnors Ferry. (M.P. 109.3)	B. N.	S. I. R. R.	Gates
Coeur d'Alene Branch Gibbs. (M.P. 7.8)	B. N.	B. N., C. M. St.- P. & P.	Stop signs.
Coeur d'Alene (M.P. 8.7)	B. N.	B. N.	Stop signs.

98 (W-1). At Spokane, over B. N. Crossing on old yard lead, movements are governed by automatic interlocking signals.

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

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

98 (W-2). At Plummer movement from Union Pacific connection to C.M.St.P.&P. main track is governed by dwarf signal at clearance point on U.P. connection. When illuminated "S" is displayed, switch may be lined. If signal then displays proceed indication, movement may be made to C.M.St.P.&P. main track.

98 (W-3). At Drawbridge M.P. 23.45, Wallace Branch, after stopping at stop sign, train must not proceed until authority is received from Bridge Tender via radio, except that if such authority is not received, a member of crew must determine that draw span is properly closed and locked, and give proceed signal when safe to proceed.

Public Crossings

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

Location	Instructions
At Spokane, within city limits.	Trains, engines or cars must not be stopped on street crossings longer than five minutes. Switching movements over specific streets, posted at Spokane govern operations.
Sandpoint—	Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.

Switches

104 (Z-2). Switches will be set normally at:

- Hinkle—west wye switch—for running track;
- Hinkle—switch at stem of wye—for east leg of wye;
- Hooper Jct. (Connell Branch)—for line via Park;
- Seltice—for line via Colfax;
- Winona—for line via Colfax;
- LaCrosse—Connell Branch switch—for Connell Branch;
- Tucannon—for Tekoa Branch;
- Riparia—junction switch—for movement to Camas Prairie;
- Walla Walla—east wye switch Pendleton Branch—for Pendleton Branch;
- Wye switch Wallula Branch—for movement to east leg of wye;
- Yakima, Pine Street—for main switching lead.
- Eastport—switch at tail of wye for east leg of wye.

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

Sierra Nevada Branch
(west of No. 1 track switch) West of Zinc track, Quonset track
and Ore track switches.

Dayton Branch
(M.P. 13.2)

Wallace
(M.P. 81.13) } Spring switch point set in derailing
Sierra Nevada Spur } position at all times and must
(300 feet east of refinery track } be changed for eastward or
spur) } descending movement.

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

Burke
(M.P. 86.4)

104 (Z-4). At East Spokane, spring switch equipped with facing point lock is installed in main track at west end of yard.

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

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

Centralized Traffic Control System

269 ((U). At Wallula, Villard Jct. and Zangar Jct. emergency pushbuttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by the control operator, or when communication has failed.

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

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

Dual Control Switches

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

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

B.N. Crossing (Spokane) M.P. 369.2;

Kalan Drawbridge M.P. 7.4 Yakima Branch.

Controlled Signals

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

B. N. Crossing, at east and west ends of East Spokane, and east end of siding at Dishman.

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

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

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

Mechanical Time Lock

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

Staff System

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

Divided staff, lettered "A" and "B", will be used and staff boxes are located at Richland Junction and at M.P. 43.8.

When only one train movement is to be made in the staff limits, dispatcher will notify the crew and that crew must have both staffs "A" and "B" in their possession and retain them for the round trip.

When two trains are to be run in these limits, the first train must not enter the staff limits until it has been ascertained that both staffs are in box at that point, and has taken staff "A" for their movement. Second train entering staff limits must have staff "B" in their possession.

After moving through the staff limits, both staffs must be left in staff box. Staff box must be left locked at all times.

Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Junction, and indicate staff used, either "A" or "B" or both.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government dispatcher. When two trains are run, the first train arriving at interchange yard must remain at that point until the second train arrives.

Slide Detector Signals

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

Interlocking

613 (R). At Yakima River Bridge, M.P. 89.4 and B. N. Crossing M.P. 91.3, Yakima Branch, trains and engines are governed by automatic interlocking signals and must approach at restricted speed. A train or engine stopped by an interlocking signal must comply with Operating Rule 613. If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing this trackage.

Close Clearances

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

Side clearance is close at locations listed below:

Sixth Subdivision	M.P. 14.16 Bridge	Moscow Branch
M.P. 231.83 Tunnel	M.P. 16.06 Bridge	M.P. 8.54 Bridge
M.P. 275.1 Tunnel	M.P. 35.89 Bridge	M.P. 18.97 Bridge
M.P. 275.5 Tunnel	M.P. 56.83 Bridge	Wallace Branch
M.P. 275.97 Tunnel	M.P. 58.04 Bridge	M.P. 23.45 Bridge
M.P. 276.2 Tunnel	M.P. 58.19 Bridge	M.P. 55.56 Bridge
M.P. 276.48 Tunnel	M.P. 73.03 Bridge	M.P. 58.01 Bridge
M.P. 278.36 Bridge	M.P. 73.20 Bridge	M.P. 62.14 Bridge
M.P. 281.3 Tunnel	M.P. 73.30 Bridge	M.P. 63.48 Bridge
M.P. 286.78 Bridge	M.P. 89.35 Bridge	M.P. 72.59 Bridge
M.P. 292.07 Tunnel	Tekoa Branch	M.P. 79.36 Bridge
M.P. 294.37 Tunnel	M.P. 19.96 Bridge	Pleasant Valley Branch
M.P. 305.62 Bridge	M.P. 26.73 Bridge	M.P. 1.51 Bridge
M.P. 325.70 Bridge	M.P. 77.23 Bridge	Pendleton Branch
M.P. 337.20 Bridge	M.P. 90.27 Bridge	M.P. 36.86 Bridge
M.P. 352.13 Bridge	M.P. 93.01 Bridge	M.P. 74.12 Bridge
Yakima Branch	M.P. 98.03 Bridge	Connell Branch
M.P. 7.44 Bridge	M.P. 115.79 Bridge	M.P. 15.13 Bridge
M.P. 11.52 Bridge	M.P. 143.67 Bridge	
Spokane Subdivision	M.P. 109.9 Bridge	Coeur d'Alene Branch
M.P. 41.14 Bridge	M.P. 114.59 Tunnel	M.P. 6.73 Bridge
M.P. 41.17 Bridge	M.P. 114.93 Tunnel	M.P. 6.76 Bridge
M.P. 74.7 Post	M.P. 117.01 Tunnel	M.P. 6.91 Bridge
M.P. 85.9 Bridge	M.P. 130.3 Bridge	M.P. 8.26 Bridge
M.P. 101.6 Bridge	M.P. 136.1 Bridge	

Track Restrictions

808 (V). Referring to Special Rule 808 (U), following tracks have curvature in excess of 30 degrees:

Yakima Branch:

Yakima —Wye

Pendleton Branch:

Walla Walla —Track 58, Walla Walla Poultry Assn.
 —Track 66, Walla Walla Canning Co.
 —Track 67, Walla Walla Canning Co.

Air Brake Rules

1042 (W). Before descending grade on Sierra Nevada Branch and Wallace Branch, between Burke and Wallace, all trains and engines handling cars must make the following air test:

Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes, observe that brake releases on each car. In addition brake pipe must be fully recharged and retaining valves placed in heavy holding (20 lbs.) position on all loads, and light holding (10 lbs.) position on all empties; engineer must make a 10 pound brake pipe reduction, release automatic brakes, and wait at least four minutes before starting descending movement.

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MANIFEST SCHEDULES NORTHWEST DISTRICT For Information Only

WESTBOUND

	OMN	NWF	NCV	SSS/LAS	LAP
GRANGER	MT	735P	1035P		
POCATELLO		1201A	300A		
		1225A	325A	430A	330A
NAMPA		450A	500A	750A	
		455A	505A	755A	825A
LA GRANDE	MT	945A	1245P	215P	115P
	PT	900A	1201P	130P	1215P
HINKLE	PT	1240P	340P	500P	405P
		1245P	345P	515P	425P
ALBINA		500P	800P	930P	
		530P	830P	1000P	915P
SEATTLE	PT	1100P	200A	400A	

EASTBOUND

ART	PLA	HF	ASPX/SPX	PNF
700P		340A	530A	1000P
200P	via Og.	1100P	100A	400P
140P	500P	1030P	1230A	100P
900A	1130A	525P	725P	
	1045A	520P		330A
415A	530A	1210P	240P	
300A	415A	1055A	125P	
1100P	1215A		940A	
	1130P	700A	920A	
600P	700P		500A	
				1000P