

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

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

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

#### Switching Operations

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

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

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

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

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

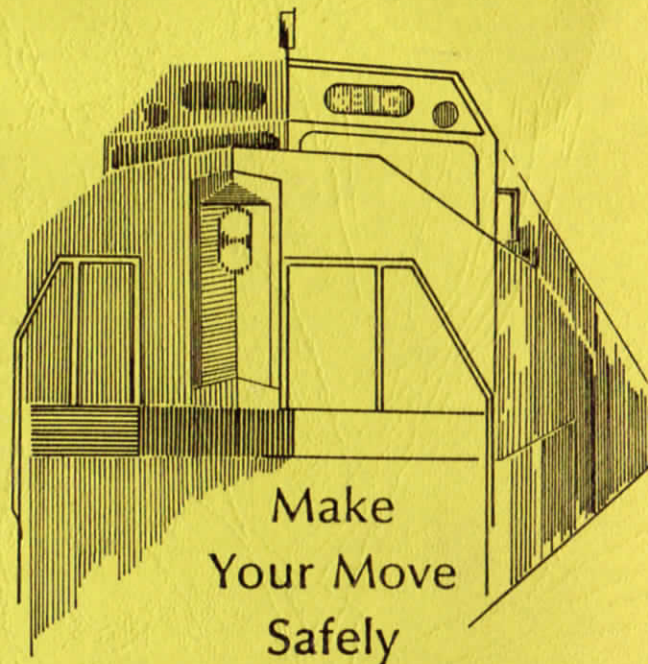
Union Pacific Railroad Company

Northwestern District



MOUNT HOOD RAILROAD

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



**TIMETABLE AND SPECIAL  
INSTRUCTIONS NO. 1**

**FOR EMPLOYEES ONLY**

PICKARD PRINTING, INC. - VANCOUVER

L. A. KIRKEBY, General Manager . . . . . Albina, Ore.  
 J. M. Krier, Asst. Supt. . . . . Albina, Ore.  
 A. D. McGinnis, Trainmaster . . . . . Albina, Ore.  
 B. D. Nebeker, Manager . . . . . Hood River, Ore.  
 K. E. Durant, Roadforeman of Eng. . . . . Albina, Ore.  
 L. D. Ems, Chief Engr. . . . . Albina, Ore.  
 V. W. Wise, General Rdmstr. . . . . Albina, Ore.  
 D. C. Johnson, Roadmaster . . . . . Albina, Ore.  
 R. E. Schroder, Supt. of Safety . . . . . Albina, Ore.  
 F. H. Cavallo, Chief Dispr. . . . . Albina, Ore.  
 R. L. Warner, Mech. Supt. West . . . . . Albina, Ore.  
 D. K. Bies, Gen. Supt. of Transp. . . . . Portland, Ore.

**SYMBOLS AND ABBREVIATIONS**

**Rule 6(A)**

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

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

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

WESTWARD	Timetable No. 1	EASTWARD	
	<b>STATIONS</b>	<b>Mile Post</b>	<b>Rule 6 A</b>
	<b>HOOD RIVER</b>	<b>0.0</b>	<b>z YL</b>
	2.86		
	<b>SWITCH BACK</b>	<b>2.86</b>	<b>YL</b>
	2.77		
	<b>PINEGROVE</b>	<b>5.63</b>	<b>YL</b>
	2.87		
	<b>ODELL</b>	<b>8.5</b>	<b>YL</b>
	7.00		
	<b>DEE</b>	<b>15.5</b>	<b>YL</b>
	5.63		
	<b>PARKDALE</b>	<b>21.13</b>	<b>YL</b>

Yard Limits from Hood River continuous to Parkdale (end of track).

Train movements will be made in accordance with rule 93 of "The Consolidated Code of Operating Rules."

SPEED RESTRICTIONS	
LOCATION	MPH
<b>MAXIMUM SPEED</b>	<b>15</b>

**SPECIAL INSTRUCTIONS**

The Mount Hood Railroad will operate in accordance with operating rules as outlined in "The Consolidated Code of Operating Rules". Edition of 1967.

Following rules are also in effect on Mount Hood Railroad for employes whose duties are affected.

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

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

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

(2A) Operating Rule 2 is not in effect on the Mount Hood Railroad.

(1042 T) On any train being handled on descending grades from Parkdale to Dee and from Pinegrove to Hood River, retaining valves must be placed in heavy holding position on all loaded cars in train and light holding position on empty cars.

(104 K) If cars are left on tail of switch back MP 2.86 switch must be left lined for ascending grade toward Parkdale.

**Engine Whistle Signals**

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

**Tri Radial Lights**

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

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

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

**Headlights**

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

**Safety Precautions**

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

**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.