

**Spokane, Portland & Seattle Railway Co.**  
**System Lines**

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**Special  
Instructions  
No. 13**

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**Effective 12:01 A. M. Pacific Time**

**Sunday, July 14, 1957**

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**These Instructions constitute a part of the  
Time Table currently in effect.**

**Employees whose duties are in any way  
affected by the Time Table must have a copy of  
The Current Special Instructions and Current  
Time Table with them on duty.**

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**J. L. MONAHAN,  
Superintendent**

**N. S. WESTERGARD,  
General Manager**

# TERMINALS SUB-DIVISON

(PORTLAND-VANCOUVER)

1. **At Portland**—Eastward trains from S. P. & S. Ry. yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through cross-over to eastward main track but must not occupy westward main track while waiting for outbound passenger trains.

Freight trains except cabooses entering S. P. & S. Ry. yard, will, unless advised to the contrary, head in on 21st Avenue lead, stop east of 14th Avenue and call for track. Caboose hops will use main line pocket.

Yard crews when switching over S. P. Co. trackage at East First and Main Streets, must, before leaving crossing, assure themselves that signals have cleared for S. P. Co. trackage to avoid delay to S. P. Co. trains due to failure of signals to clear. Employes handling switch lock lever must be positive that it is in proper position when they have completed their work in that vicinity. When lever is placed in normal position and door of the box closed, signals on the S. P. Co. will clear. If, for any reason, after lever has been restored to normal position, signals on the S. P. Co. tracks fail to clear, the train dispatcher must be notified immediately.

2. **At East Portland**—The following governs the use of tracks constituting the East Second Street Yard: Tracks 1, 4, 5 and 6 are owned by the Union Pacific Railroad. Tracks 2 and 3 are owned by the S. P. & S. Railway.

**Track 1** is for S. P. & S. to make delivery of cars to the Union Pacific and the Union Pacific will use this track for other business provided it does not interfere with the S. P. & S. making their deliveries.

**Track 2** is for Union Pacific to make delivery of cars to the S. P. & S. and the S. P. & S. will use this track for other business provided it does not interfere with the Union Pacific making their deliveries.

**Track 3** is for use as a thoroughfare by the S. P. & S. between Portland and East Portland and must not be used by the Union Pacific.

**Track 4** is for use by the Union Pacific as a thoroughfare between Albina and East Portland and must not be used by the S. P. & S.

**Tracks 5 and 6** are for exclusive Union Pacific use and must not be used by the S. P. & S.

3. **Between Portland and Lake Yard**—Transfers in either direction, without cabooses, between sunset and sunrise, or when weather conditions obscure vision, will display red light on rear end of the rear car.

4. **At Willbridge**—Enginemen of eastward diesel-electric powered passenger trains in addition to sounding whistle signal 14(1) as required, will sound this signal as an additional alarm approaching Automatic Block Signal No. 3.6 located just west of Doane Street Yard lead.

5. **At North Portland Jct.**—The four tracks located between main track and the stock yards are numbered from east to west (compass direction) as Nos. 1, 2, 3, 4.

**Track No. 1** is for interchange of cars from the Peninsula Terminal Company and S. P. & S. to the Union Pacific.

**Track No. 2** is for interchange of cars from the Union Pacific and the Peninsula Terminal Company to the S. P. & S.

**Track No. 3** is a running track for all companies.

**Track No. 4** is for interchange of cars from the Union Pacific and the S. P. & S. to the Peninsula Terminal Company.

6. **Impaired Clearance—**

**At Portland**—Hoyt Street Yard: All tracks except Nos. 1, 2 and 3 in middle yard have impaired horizontal clearance and will not clear a man on side of car.

## VANCOUVER DIVISION

### FIRST SUB-DIVISION

(VANCOUVER-WISHRAM)

1. **At Vancouver**—To avoid delay to first class trains, westward freight trains on which main line connections are to be made will allow not less than 30 minutes to effect connection prior to time eastward first class trains are due to leave Vancouver or prior to time westward first class trains are due to leave Eavan.

2. **At Camas**—Eastward trains activate the crossing signals at Adams St. after passing a point 1875 feet west of the crossing and westward trains, at a point 1835 feet east of the crossing.

Whenever the switches to the cross-over, located 1615 feet west of Adams St. crossing, or switches to the house track are open the crossing signals are also actuated.

Trains or engines using that portion of the siding east of insulated joints, located about 100 feet west of Adams St. crossing, actuate the crossing signals. Westward trains or engines using this siding will pull clear of these insulated joints. Engines of eastward trains will remain west of these insulated joints, to prevent unnecessary operation of the crossing signals.

All concerned must do whatever possible to avoid unnecessary activation of these crossing signals.

Siding is blocked with cars west of crossover and cannot be used for meeting or passing of freight trains. There is room east of the cross-over for the meeting of passenger trains.

3. **Impaired Clearance—**

**At Camas**—Spur track serving the Bag Factory extends 96 feet inside building. Crews handling cars for this building must leave such cars outside and engines must not enter building account impaired side and vertical clearance.

4. **Engine Restrictions—**

**At Vancouver**—California Packing Corporation Spur restricted to diesel switch engines or lighter power.

Engines classes D.E. 6000 H.P. and heavier not permitted on the following tracks:

**Vancouver**—Barracks spur.

**Camas**—Warehouse spurs 1 and 3 and Mill spurs 1 and 2.

**Stevenson**—Union Oil Co. and Standard Oil Co. spurs.

**Milepost 80**—Rock spur.

## SECOND SUB-DIVISION

(WISHRAM-PASCO)

1. **Between Wishram and Pasco**—Swing brakeman will ride engine of eastward freight trains from Wishram to Roosevelt, get off on river side there, allow train to pull by so that inspection may be made for hot journals and other defects. The swing brakeman of westward freight trains will ride the engine from Pasco to Plymouth and make running inspection from bank side at that station.

2. **Between Pasco and East Switch Kennewick Siding**—All movements are governed by block signals, the indications of which supersede the superiority of trains for opposing and following movements on the same track. The end of bonded circuit is located 4500 feet west of west switch at Kennewick. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed.

Trains to and from the S. P. & S. will display the same classification signals as required arriving S. P. & S. junction on S. P. & S. Ry., but regular trains will use schedules shown on N. P. time table carrying S. P. & S. connections.

3. **At S. P. & S. Junction**—Dual control switch, electrically operated by remote control by the operator at Pasco, normal position for N. P. Ry. Third Subdivision.

4. **Register Exception—**

**At Pasco**—The S. P. & S. register will be used in compliance with Rule 83(A) in lieu of the register at S. P. & S. Junction.

## THIRD SUB-DIVISION

(PASCO-SPOKANE)

1. **At Pasco**—Normal position of dual control switch at intersection of freight yard lead and main track at M. P. 231 is for main track and is electrically operated by remote control by the operator at Pasco. Normal position of switch at intersection of the back-up track and S. P. & S. Ry. Third Subdivision main track is for S. P. & S. Ry. Third Subdivision main track.

2. **Between Pasco and Ainsworth Junction**—All movements are governed by block signals, the indications of which supersede the superiority of trains for both opposing and following movements on the same track. Freight trains and engines must avoid delay to first-class trains and passenger extras as far as possible.

3. **Between Pasco and Ft. Wright**—Swing brakeman will ride engine of eastward freight trains from Pasco to Washtucna, get off on side opposite to depot at that point, allow train to pull by so that inspection may be made for hot journals and other defects. The swing brakeman on westward freight trains will ride engine from Hillyard to Lamont and make running inspection from side opposite to depot at that station.

4. **At Ainsworth Junction**—Dual control switch, electrically operated by remote control by the operator at Pasco, normal position for N. P. Ry. Ninth Subdivision.

Upper unit of eastward home signal governs movements to N. P. Ry. Ninth Subdivision. The middle unit governs movements to S. P. & S. Ry. Third Subdivision.

5. **At Snake River Junction**—Normal position of junction switch is for S. P. & S. Ry. 3rd sub-division. Trains from Northern Pacific Ry. must not occupy S. P. & S. Ry. main track until after obtaining Register Check with clearance Form A from operator authorizing movement. Junction switch is equipped with an electric switch lock.

6. **At Scribner**—Normal position of junction switch is for the Fort Wright line.

Whistle signal one short, one long and one short will be sounded to call for route to Marshall.

Operators at Scribner will handle junction switch for N. P. route when on duty.

The end of track circuit governing eastward automatic block signal 367.4 at Scribner is located 7000 feet west of that signal and junction switch cannot be operated to admit an eastward train to enter Northern Pacific route until such train has entered the westerly limit of this bonded circuit. Trains will approach this junction switch at a low rate of speed to enable operator to line switch.

7. **At Marshall Junction**—Junction switch is governed by interlocking signals and rules.
8. **At Fort Wright**—Junction switch is governed by interlocking signals and rules.
9. **At Hillyard**—Westward S. P. & S. Ry. Co. trains must secure S. P. & S. clearance Form A before proceeding.
10. **Engine Restrictions**—  
Engines classes D.E. 6000 H.P. and heavier not permitted on the following tracks:  
**Washtucna**—Trackage beyond Union Oil Co. spur on Hole track.  
**Scribner**—Nemours spur.  
**Ft. Wright**—Brickyard spur.

## FOURTH SUB-DIVISION

(GOLDENDALE-LYLE)

1. **Bridge and Engine Restrictions**—  
Engines heavier than Class DE 1750 H.P. not permitted.

## OREGON TRUNK RAILWAY

(WISHRAM-BEND)

1. **At Celilo Wye**—Normal position of switch is for Oregon Trunk Ry.
2. **At O. T. Junction**—Dual control switch, governed by interlocking signals and rules, electrically operated by remote control by the drawbridge operator at Celilo Bridge.  
Normal position is for Oregon Trunk Ry.  
Rule 83(B) does not apply to eastward Union Pacific trains to the Oregon Trunk Railway, which trains must secure S. P. & S. clearance Form A at The Dalles before proceeding.
3. **At South Junction**—West switch of siding is a dual control switch electrically operated by remote control by the operator. When necessary to perform switching service over this switch be governed by Rule 663 (B).
4. **At Madras**—  
(a) Westward freight and mixed trains when handled by Diesel-electric engines, with dynamic brakes not in operation, will stop and turn up retaining valves on all loaded cars and on alternate empties and stop at South Junction to turn down retainers. Running brake tests will be made on westward trains at, or one mile west of Madras. Trainmen will not be required to ride on top of cars between these points.

- (b) Westward freight and mixed trains when handled by Diesel-electric engines consisting of two or more units, with dynamic brakes operative, will come to a complete stop at Madras by use of automatic brakes to ascertain positively that automatic brake equipment is completely effective.

The following will govern use of retaining valves between Madras and South Junction:

With tonnage in excess of ascending rating one retaining valve (but not less than a total of 15) must be used for each 60 tons in excess of rating to assist dynamic braking on descending grade between Madras and South Junction.

When use of retaining valves is required these valves must be used starting from head end of train.

Additional retaining valves must be used when in the judgment of the engineer and conductor their use is necessary to control speed of train.

When retaining valves are in use, speed of 20 MPH must not be exceeded.

- (c) Dynamic brake must be tested for proper operation before passing summit of grade and if one or more units have inoperative dynamic brake, train must be stopped immediately and retaining valves set up in accordance with paragraph (b) of these instructions. If less than 2 units have operative dynamic brake, the dynamic brakes must not be used and paragraph (a) will govern.
- (d) During test and before passing summit of grade, the fireman must make inspection of each unit of the locomotive to determine if dynamic brake is operating properly and report results of inspection to the engineer and will make frequent inspections thereafter while descending grade.

5. **At Culver**—To afford vehicular traffic additional protection at road crossing just east of depot, engineers will provide adequate warning by standard whistle and bell signals; trainmen will provide adequate on-the-ground protection during switching movements and must see that cars are not left spotted on siding closer than one hundred feet from the crossing on either side.
6. **At Redmond**—Dropping cars over Ochoco Highway crossing is prohibited. When performing switching operations on the Dant and Russell Spur cars must not be left foul of bonded circuit governing operation of the flashing light crossing signals installed at this crossing.
7. **Impaired Clearance**—  
**At Madras**—Concrete curbing enclosing loading platform paralleling house track full length of seed cleaning plant of The Pacific Supply Co-operative affords close clearance when riding on footboards of engines or on sill steps of cars and/or engines.
8. **Engine Restrictions**—  
Engine classes D.E. 6000 H.P. and heavier not permitted on the following tracks:  
**Madras**—Oil spur.  
**Bend**—Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas, Drill and Mill spurs.

## PORTLAND DIVISION

### FIRST AND SECOND SUB-DIVISIONS

(PORTLAND-SEASIDE-POINT ADAMS)

1. **At Willbridge**—Eastward trains when waiting to enter double track, will remain a sufficient distance west of Chipman Street in order for motorists using crossing to have ample visibility of trains approaching from the east on the westward main track.
2. **At United Junction**—Spring switch, normal position for Third Sub-division.
3. **At Clatskanie**—To afford vehicular traffic additional protection at road crossing adjacent to depot, engineers will provide adequate warning by standard whistle and bell signals; trainmen will provide adequate on-the-ground protection during switching movements and must see that cars are not left spotted on trackage closer than one hundred twenty-five feet from the crossing on either side.
4. **At Astoria**—During hours telegrapher is on duty, trains must secure Clearance Form A before proceeding.
5. **At Warrenton**—Normal position of switch is for First Sub-division.
6. **Impaired Clearance**—  
**At Astoria**—Overhead crossing over port dock tracks leading from Pier 1 to Pier 3 has but 17 feet clearance from top of rail. Trainmen must use care when switching in this area.

#### 7. Bridge and Engine Restrictions—

**At Astoria**—Engines not permitted on dock portion on any of the three tracks located on Pier No. 2.

Engines heavier than Class DE single units of 1750 H.P. not permitted west of Astoria.

## THIRD SUB-DIVISION

(UNITED JCT.-KEASEY)

1. **At United Junction**—Spring switch, normal position for Third Sub-division.
2. **At Bowers Junction**—Spring switch, normal position for O. E. Ry.
3. **Trainmen in charge of trains handling logs** must step out on rear platform of caboose occasionally, particularly during night hours, and, with the aid of an electric lantern, observe if there are any new marks on ties and keep a sharp lookout for logs which may have fallen off cars in their train.
4. **Eastward trains** will stop at Tunnel Spur and turn up retainers and stop at United Jct. and turn down retainers.
5. **Impaired Clearance**—  
**At Haydite**—Account proximity of shale bluff, clearance is less than standard between switch and clearance point on east end.

## OREGON ELECTRIC RAILWAY

(BOWERS JCT.-EUGENE)

(ALBANY-DOLLAR-FOSTER)

1. **At Any Station**—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.
2. **At Portland**—Cars spotted on city streets must be protected by two red lights on each end of end car.

Cars exceeding an outside length of 51 feet and 9 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

At Pettygrove Street and 22nd Avenue when moving in either direction, a member of the crew must ride on the leading side step of engine.

At Nicolai Street and 22nd Avenue when moving in either direction a member of the crew must ride on the leading side step of engine and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic, then board the last car.

Strict observance of the provisions of Rule 103 of the Consolidated Code must be made at all public crossings between Hoyt Street yard and the Northwest Industrial District especially those where the view by the men on the engine is obscured.

Account heavy curvature on Industrial Center lead in the vicinity of Wade Manufacturing Company between 29th and 30th Avenues and St. Helens Road, 50 foot flat cars with 6-wheel trucks must be handled with engine only, as coupled cars will derail on the curve, also extreme care must be used when switching this type of car in the Industrial Center.

#### 3. Instructions Governing Absolute-Permissive Block System Operation over S. P. Co. Track Between Greton and Beburg—

Absolute signal located 306 feet east of Beburg junction switch and 225 feet west of Greton junction switch govern westward and eastward movements from Oregon Electric Ry. Co. trackage.

Normal position of Junction switches at Greton and Beburg is for Southern Pacific Co. movement. Normal position of absolute signals at Greton and Beburg governing Oregon Electric Ry. Co. movement is "stop." Switch indicators are in use.

Oregon Electric Ry. Co. trains will stop at absolute signals; if switch indicators at junction switch indicate "block clear" switch may be set for movement from Oregon Electric Ry. Co. trackage. If switch indicators at junction switches indicate "block occupied" wait 10 minutes and if no train is heard or seen approaching, the switch may then be set for movement from Oregon Electric Ry. Co. trackage. If signal does not then indicate "proceed" comply with S. P. Co. Rule 744.

Trains stopped by Signals 7772 or 7779 located between Beburg and Greton indicating "stop" will send flagman ahead immediately, wait ten minutes then proceed, keeping at least one-half mile behind flagman until train has passed and is clear of junction switch.

Telephone in booth at Beburg and Greton connected with both O. E. Ry. Co. and S. P. Co. dispatcher's offices by means of two-way switch.

4. **At Salem**—All cars delivered by the O. E. Ry. Co. to the S. P. Co. and left on interchange track, between 4:30 p.m. and 7:30 a.m.,

must be protected by two red lights placed on each end of end car.

Cars exceeding 44 feet in length must not be placed on Fruit Union spur. When necessary to place or remove 50-foot cars on hop track, handle such cars separately.

Eastward trains handling logs on flat cars will stop and make inspection of all such loads, and know before proceeding that logs are riding properly for safe movement through the City of Salem.

5. **At Salem and Albany**—Trains and engines, moving on Front Street, Salem, must stop before crossing S. P. Co. trackage at Trade, Chemetka, Union and Division Streets, and at all three crossings with the S. P. Co., on Water Street, Albany, and not proceed until flagman has been sent ahead and proceed signal received from him.

6. **At Albany**—Normal position of Junction switch is for Third Sub-division.

During hours telegrapher is on duty, trains must secure Clearance Form A before proceeding.

7. **At Harrisburg**—That portion of the industry track within the fenced area is out of service. Cars of anhydrous ammonia to be left just outside of gate for movement into and out of the fenced area by the industry.

8. **At Junction City**—Extreme care must be exercised when switching the Valley Plywood spur; for to sever an electric cable located two feet beyond end of rails would result in great hazard.

9. **At Eugene**—Trains and engines will stop before passing over West Fifth Street at its intersection with Blair Boulevard.

10. **Instructions Governing Operation over S. P. Co. Tracks between Albany and Lebanon.**

O. E. Ry. Co. trains between Albany and Lebanon will cross S. P. Co. main tracks through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on O. E. Ry. Co. track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules 93 and 842. When no yardmaster or representative present must comply with Rules 83 and 83(C), eastward O. E. Ry. Co. trains obtaining check of register at Albany station, and westward O. E. Ry. Co. trains obtaining check of register by telephone from S. P. Co. operator at Albany, before fouling S. P. Co. main track. Check of register received by telephone must be repeated for verification.

Telephone connected with telegraph office, S. P. Co. Albany, is located in booth at Lafayette Street.

11. **At Lebanon**—O. E. Ry. Co. junction switch located at S. P. Co. MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. Co. main track. Normal indication of signals on S. P. Co. track is "proceed" and signal on O. E. Ry. Co. "stop."

When block indicator located at main track switch indicates block clear, switch may be lined for movement to S. P. Co. track and when so lined, and block is clear, signal on O. E. Ry. Co. will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, O. E. Ry. Co. trains will obtain permission from operator before entering S. P. Co. main track.

12. **When operating over Southern Pacific Co. trackage**, strict compliance must be observed of Southern Pacific Company Air Brake Rules and Regulations.

Oregon Electric Ry. Co. employes operating over joint trackage of the Southern Pacific Company who carry standard watches and who fully comply with S. P. & S. Ry. Co. watch comparison and cleaning regulations will be considered as having complied with Southern Pacific Co. requirements.

13. Trainmen in charge of trains handling logs must step out on rear platform of caboose occasionally, particularly during night hours, and, with the aid of an electric lantern, observe if there are any new marks on ties and keep a sharp lookout for logs which may have fallen off cars in their train.

**At Tualatin**—Trains handling logs will stop and inspect train for projecting logs before passing under S. P. Co. overhead bridge 35.8 and over Tualatin River bridge 35.3.

- At **Bridges 89-0, 99-9 and 126-1**—Conductors of trains handling logs must personally know that such cars are safe to move without loss of lading before passing over bridges.

14. **Impaired Clearance**—

**At Portland**—United Supply Company spur located in the Industrial Center Addition and all tracks in the Hoyt Street Yard except Nos. 1, 2 and 3 in Middle Yard have impaired horizontal clearance and will not clear a man on side of car.

**At Albany**—S. P. Co. overhead bridge, State Highway bridge and S. P. Co. siding all on Water Street, will not clear a man on top of high car.

Bridge 35.3 Tualatin River, one mile east of Tualatin.

15. **Engine Restrictions**—

Engines heavier than three class DE units of 1600 or 1750 H.P. coupled together not permitted on Bridge 43.4.

## ALL SUB-DIVISIONS

1. **Rule 2**—Watches that have been examined and certified to by a designated inspector must be used by all officers, train dispatchers and yardmen.

2. **Rule 3**—At points where yard engines are employed, Yardmasters and Engine Foremen will record on Form 1208 "DAILY YARDMASTER AND ENGINE FOREMAN WATCH COMPARISON REPORT," a comparison of their watch made with a standard clock before commencing each day's work.

3. **Rule 6(A)**—In column on time table marked "Car Capacity," suffix letters E or W indicates the end of track at which switch is located.

4. **Rule 8(A)**—The use of electric flagging lanterns equipped with red globes is authorized for displaying red light for signalling purposes.

5. **Rule 10(h)**—Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, to indicate approach to a red signal, on the subdivisions shown below.

**Vancouver Division**

Fourth Sub-division (Goldendale Branch)

**Portland Division**

Second Sub-division.

Third Sub-division only between Bowers Jct. and Keasey.

**Oregon Electric Ry.**

Second, Third and Fourth Sub-divisions;

and also in special cases on other districts authorized by the Superintendent when protected by train order.

6. **Rule 14**—Sounding of signal 14(K) must be made when passing track and bridge crews and signal 14(L) when approaching workmen working on the track to give adequate warning of approach of train.

7. **Rule 17**—

**Use of Mars Headlight on Engines so Equipped**—The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required. The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed. The Mars red light will be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight will be extinguished and the standard white headlight turned on dim until opposing train is into clear on siding.

The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

8. **Rule 83(B)**—will not apply at initial non-telegraph stations, nor during closed office hours at initial telegraph stations if train order signal is in clear position.
9. **Rule 91(A)**—When blocking trains at which time orders are held for a train in either direction, operators must not clear either signal until the orders have been delivered. Clearance issued by authority of the train dispatcher must be handed up to the train for which there are no orders.
10. **Rule 520**—During or following snow storms or violent wind storms, spring switches should be examined before heading in or out through the switch in facing or trailing movement, to be sure that the switch is in proper operating condition.

During severe storms and circumstances are such that trackmen are not stationed at spring switches to be sure that they are kept clear of ice or snow, the crew of a train must know that the switch is in proper operating conditions before heading in or out through it.

11. **Rule 726**—When necessary to set out equipment due to hot journal, be sure that all traces of fire are extinguished and journal box properly marked.

12. **Rules 726(C) and 808**—Placarded loaded tank cars handled in through freight and mixed trains shall not be nearer than sixth car from engine, occupied caboose or passenger car.

Cars placarded "Explosives," "Inflammable," "Corrosive Liquids," or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than sixteenth car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than second car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than sixth car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer proper notice showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew. Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations.

13. **Rule 801**—Dropping cars into tracks on which there are occupied outfit cars is prohibited.

14. **Rule 816**—Whenever descending grades require the use of retaining valves, trains will stop at top of grade and turn up retainers after brakes are released, following the air test, and stop at foot of grade for retainers to be turned down.

15. **Rule 854**—Provisions of fourth paragraph are applicable within as well as outside of yard limits regardless of whether or not there are first class trains in the same direction due or overdue.

This means that regardless of location, when a passenger train stops even though momentarily, the flagman properly clothed and with necessary flagging equipment must appear on the ground and if time permits, at the rear end of the rear car prepared to provide protection.

16. **Rules 854 and 927**—During the winter season when weather conditions are foggy or obscured to the extent that trains cannot be fully inspected while running, stop must be made approximately every 35 miles for inspection.

17. **Rule 923 is amended as follows:** Engineers must not permit any unauthorized person to handle the locomotive. The Fireman, when competent, may handle the locomotive when in road-freight, and yard service under the supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive when in road-passenger service, except in emergency.

18. Careless handling of lighted fuses must be avoided to eliminate hazard of starting grass fires on or off the right of way. Due to hazard, fuses and torpedoes must not be placed in coach lockers nor must torpedoes be attached to any part of the inside of engine cabs, Caboose railings or lanterns and instead must at all times be kept in proper containers.
19. Open cars loaded with rail, lumber or piling must not be handled next to caboose or directly behind engine, also open cars loaded with ballast or fines must not be handled next to caboose if consist of train permits handling in another location.
20. When a deadhead caboose is handled in a train, either empty or occupied, it must not be placed next to engine if there are other cars in train which can be placed ahead of such caboose.  
Trainmen must not blow backup whistle on cabooses of freight trains unnecessarily account resulting in brakes sticking on rear of such trains.
21. Sign reading: "Impaired Clearance" placed on switch stand or entrance of spur or siding indicates there are platforms or structures located along track which do not provide minimum horizontal clearance. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
22. Trains must not pass under overhead crossing of logging roads while log train is passing over the crossing.
23. Station signs indicating "One Mile S" are placed one mile from the switch where trains enter the siding. Where there is no siding, these signs are placed one mile from the depot building or where traffic is received and discharged.
24. When dining cars or other non-platform cars are placed on rear of passenger trains, in addition to keeping the flexible gate closed and fastened in place, the rear door of car must be kept locked.
25. When foreign-line trains or engines are detoured and foreign-line power is used in such movements, the tenant-line engineer will in all cases handle the locomotive under the supervision of the engineer pilot.
26. Telephones located in booths, boxes and freight houses must have switch cut out after using and must be kept secured by lock except when being used.
27. **Electric Switch Locks**—To operate, open door of electric switch lock and push the button. This will start operation of clock release, which will run down in three minutes and, at the end of that time, switch can be unlocked by moving lever to the left. Restore lock lever, close and lock doors of electric locks and release boxes when switches are restored to normal position.
28. **Dragging Equipment Detector Indicator** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
29. **Signal Overlap Signs** installed near center of sidings at certain stations govern trains in a specified direction. When trains meet at these stations, no part of train or engine occupying main track shall pass overlap sign until opposing train has entered siding. Crews of trains occupying siding in the governing direction of the overlap, must not open leaving switch until rear of opposing train has passed overlap.

### 30. Instructions to Engine and Train Crews to Prevent Hazards from Dangerous Gases in the Event of Diesel Locomotives Stopping in Tunnels:

Dangerous gases, not readily detected even in dangerous quantities, are present in exhaust from Diesel locomotives, Clarkson steam generators and engines of the Waukesha air conditioning equipment, which if in sufficient concentration could result in incapacitation or fatalities. In the event that a Diesel locomotive is stopped in a tunnel, with indications of remaining in tunnel for an unusual period, the Diesel engine must be promptly shut down and the Clarkson steam generator shut off. Passenger cars equipped with Waukesha air conditioning must have both the ice engine and the engine generator shut off, fresh air intakes must be closed and circulating fans shut off.

Prevailing conditions should be carefully considered as such action may not be necessary where exhaust from Diesel engines and steam generators is being carried away from train by air currents, but the first consideration must be for the safety of passengers and crew members and dispatchers should be notified immediately so that arrangements can be made for the protection of passengers and equipment.

When Diesel propulsion engines are shut off air brakes must be fully applied and sufficient hand brakes applied throughout train to insure against any movement in the event air brakes leak off.

During freezing weather cooling water must be drained from the Diesel locomotive to prevent freezing and damage to the engine.

31. Fire extinguishers on diesel-electric locomotives must not be used for any other purpose than for which they are intended.

Engineers handling freight trains with multiple unit diesel-electric engines, when stopping for any purpose, will not proceed until head brakeman has returned to engine account of hazard in walking over top of train after train has started.

Train and engine crews or any member thereof in deadhead service are prohibited from diesel-electric locomotives which handle the train on which they deadhead.

Where multiple-unit diesel-electric locomotives are used in freight service, both the fireman and head brakeman shall not be absent at the same time from the leading cab when train is under way on main track between stations.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Diesel electric engines when operating with multiple units and having a different engine number on the head and rear operating units, will display engine number indicator lights on the lead unit only.

32. **On Diesel road engines consisting of one or more units in freight and passenger service, the following will govern in the event of emergency:**

In the event that enginemen observe Diesel engine emitting fire, smoke or water; or in the event of derailment, fire in one of the units; or broken connecting rod or other rotating part in one of the engines causing excessive pounding, the enginemen should immediately shut down all the engines from the operating position in the engineer's control station in the cab. This can be done on EMD road engines by pushing the button at the end of the throttle handle with the thumb and then moving the throttle forward to the farthest position, and on American-type locomotives by pushing the red emergency stop button on the control stand. On both types of locomotives the fuel pump switch at the control box should be pulled; and in the event of fire the emergency fuel cut-off valve cord should be pulled.

If there is any doubt as to what is occurring in the trailing cabs, all the units should be shut down from the operating cab as stated above and details investigated when the train has stopped.

In the event of a fire in the engine, fire fighting equipment should be operated in accordance with the instructions mounted in each engine cab.



33. On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer; and on passenger train equipment one inch or longer, are condemnable, and when discovered in train, conductor and engineer must immediately report to chief dispatcher and be governed by his instructions.

34. Streamliner cars are equipped with diaphragm full width of the car and there is no clearance between the ends of these cars when coupled. Employes must stay entirely in the clear while these cars are being switched or coupled.

To couple a conventional coupler with a streamlined passenger car equipped with tight lock coupler, knuckle of the tight lock coupler must be closed and lock block down in its proper locked position before coupling is attempted.

The slightest accumulation of snow, ice or dirt on contact surfaces of knuckles, knuckle locks and coupler body, will prevent lock blocks from dropping into locked position. Therefore, it is necessary to see that all of the contact surfaces are clean and free of snow, ice and dirt before attempting to make a coupling.

### 35. Tunnel Locations—

#### Vancouver Division—First, Second and Third Subdivisions—

##### Length

No. 1—2.9 miles west of Prindle .....	2,381 ft.
No. 2—1.7 miles east of Cooks .....	122 ft.
No. 3—2.1 miles east of Cooks .....	416 ft.
No. 4—2.6 miles east of Cooks .....	267 ft.
No. 5—3.2 miles east of Cooks .....	394 ft.
No. 6—3.9 miles east of Cooks .....	657 ft.
No. 7—7.2 miles east of Bingen-White Salmon .....	966 ft.
No. 8—7.5 miles east of Bingen-White Salmon .....	755 ft.
No. 9—7.7 miles east of Bingen-White Salmon .....	392 ft.
No. 10—7.9 miles east of Bingen-White Salmon .....	575 ft.
No. 11—0.6 miles east of Lyle .....	269 ft.
No. 12—2.1 miles east of Wishram .....	385 ft.
No. 14—5.1 miles west of Farrington .....	203 ft.
No. 15—2.5 miles west of Farrington .....	331 ft.
No. 16—3.2 miles east of Farrington .....	2,494 ft.
No. 17—0.9 miles west of Kahlotus .....	2,220 ft.
No. 18—4.1 miles east of Hooper .....	369 ft.
No. 19—0.6 miles west of Ft. Wright .....	2,134 ft.

#### Oregon Trunk Ry.—

No. 1—1.4 miles west of Moody .....	814 ft.
No. 2—3.4 miles west of Sherar .....	810 ft.
No. 3—0.5 miles west of Dant .....	519 ft.
No. 4—0.6 miles east of Davidson .....	584 ft.
No. 5—1.8 miles west of Gateway .....	542 ft.

#### Portland Division—First Subdivision—

No. 1—1.2 miles east of Mayger .....	188 ft.
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#### Portland Division—Third Subdivision—

No. 1—0.04 miles west of Tunnel Spur .....	4,103 ft.
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### 36. Location, Capacity and Facilities of Stockyards—

#### Vancouver Division—

Location	No. of Pens	Capacity in Cars	Facilities
Wishram .....	6	20	Water
Roosevelt .....	1	2	Water
Alderdale .....	1	1	None
Whitcomb .....	2	4	Water
Paterson .....	2 cattle 3 sheep	5 20	None
Plymouth .....	2	4	Water
Pasco .....	27	40	Water
Harder .....	2	5	None
Washtucna .....	2	2	Water
Hooper .....	2 cattle 1 sheep	2 4	Water
Benge .....	2	2	Water
Rockwell .....	2	4	None
Lamont .....	1	2	None
Centerville .....	1	2	Water near

#### Oregon Trunk Ry.—

Maupin .....	1	2	{Water & Feed Racks
South Junction .....	4	10	Water
Gateway .....	4	12	Water
Madras .....	4	12	Water
Redmond .....	4	8	{Water & Feed Racks
Bend .....	7 cattle 2 sheep	15 5	{Water & Feed Racks

#### Portland Division—

Clifton .....	Portable Chute		None
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#### Oregon Electric Ry.—

Albany Yard .....	4	5	Water
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37. Bulletin Stations—

Portland —Union Station telegraph office  
Roundhouse  
Yard office

Willbridge —Yard office

Vancouver —Telegraph office and roundhouse  
Yard office (yard men only)

Wishram —Telegraph office and roundhouse

Bend —Telegraph office and roundhouse

Goldendale —Telegraph office

Pasco —Passenger Station telegraph office  
Roundhouse

Spokane —G. N. passenger station

Hillyard —Yard office and roundhouse

Parkwater —Roundhouse

Yardley —Yard office

Astoria —Depot

Seaside —Depot

Salem —Depot

Albany —Yard office and roundhouse

Eugene —Depot

Sweet Home—Depot

Vernonia —Depot

38. Watch Inspectors—

Ball Railroad Time Serv. of Ohio. 284 Endicott Bldg., St. Paul, Minn.

Roy and Molin.....316 S.W. Alder St., Portland

Zell Brothers.....800 S.W. Morrison, Portland

N. L. Nielsen.....31 N. Russell St., Portland

W. L. Runyan.....Vancouver

Robt. G. Tyack.....The Dalles, Ore.

Craters Jewelry.....Pasco

Klatt Jewelers.....No. 3 Wall St., Spokane

Bob's Jewelry.....5101 North Market St., Hillyard

Archie A. Symons.....Bend

Loop-Jacobsen.....Astoria

L. H. Mason.....St. Helens

Stevens & Son.....339 Court Street, Salem

F. M. French & Sons.....Albany

Seth Laraway.....Eugene

W. E. White.....Sweet Home

Kullander's Jewelry Store.....Vernonia

39. Standard Time Clocks—

Portland —Union Station telegraph office  
Roundhouse and yard office

Willbridge —Yard office

Vancouver —Telegraph office and roundhouse

Wishram —Telegraph office

Pasco —Telegraph office and roundhouse

Spokane —G. N. Passenger Station

Hillyard —Yard office, roundhouse

Parkwater —Roundhouse

Yardley —Yard office

Bend —Telegraph office

Astoria —Telegraph office

Seaside —Telegraph office

Vernonia —Telegraph office

Salem —Telegraph office

Albany —Yard office

Eugene —Telegraph office

F. S. BARLOW, JR., Assistant Superintendent

C. F. CROFFUT, Trainmaster

R. G. HASKELL, Trainmaster

H. J. WASENAR, Trainmaster

W. W. GARRETT, Trainmaster

G. S. SHOWALTER, Trainmaster

A. R. WINN, Chief Dispatcher

D. J. RITCHIE, General Superintendent Motive Power

L. Z. DANIELS, Master Mechanic

H. E. CROFFUT, Traveling Engineer

J. J. SHEFCHEK, Traveling Engineer

L. J. FITZGERALD, Traveling Engineer

# CLEARANCE TABLE

	HEIGHTS ABOVE TOP OF RAIL											GOVERNING STRUCTURE		
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	8' 6" Wide	9' Wide	10' Wide		11 Wide	11'-6" Wide
Portland—Vancouver.....	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 2"	18' 3"	17' 9"	17'	Willamette River Bridge
Vancouver—Spokane.....	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	17' 6"	17'	16'-6"	Columbia River Bridge
Lyle—Goldendale.....	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	17' 6"	17'	17'	All Tunnels
Wishram—Bend.....	20'	20'	20'	20'	19' 9"	19' 6"	19' 3"	19'	18' 9"	18' 6"	18'	17' 6"	17'	None
Portland—Seaside.....	18' 6"	18'	17' 6"	17'	17'	16' 6"	16'	16'	15' 9"	15' 6"	15'	14'	—	All Tunnels
Warrenton—Point Adams.....	20'	20'	20'	19'	19'	19'	19'	19'	19'	18'	18'	18'	18'	Mayger Tunnel
O. E. Ry.—S. P. & S. Portland Yard Limits.....	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	—	None
Bowers Junction—Tigard.....	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	18'	18'	—	Track Centers
Tigard—Eugene.....	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	—	None
Forest Grove Jet.—Forest Grove.....	19'	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	16'	—	Tualatin S. P. Overhead
Lebanon—Dollar.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	18'	18'	16'	None
United Junction—Keasey.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	18'	17'	16'	None
								18' 6"	18'	17' 6"	17'	17'	—	Cornelius Tunnel

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

# LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	VANCOUVER DIVISION District	Ruling Grade %	CLASS OF ENGINE					
			DE 1500	DE 3000	DE 4500	DE 6000	DE 6400	DE 7000
Oregon Trunk—Eastward	Wishram to South Junction	.6	1750	3500	5250	7000	Car Limit	
	South Junction to Madras	1.5	1100	2200	3300	4600		
	Madras to Bend	1.0	1600	3200	4600	6000		
Oregon Trunk—Westward	Bend to Wishram	Down						
First and Second—Eastward	Vancouver to Pasco	.2	3500	6000	Car Limit			
First and Second—Westward	Pasco to Vancouver	Down						
Third—Eastward	Pasco to Mock	.4	2000	4000	6000	8000		
	Mock to Ft. Wright	Down						
	Ft. Wright to Hillyard	1.0	1600	3200	4800	6400		
Third—Westward	Hillyard to Ft. Wright	Down						
	Ft. Wright to Mock	1.0	1600	3200	4800	6400		
	Mock to Pasco	Down						
Fourth—Eastward	Lyle to Goldendale	2.2	800					
Fourth—Westward	Goldendale to Lyle	Down						

## LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	OREGON ELECTRIC District	Ruling Grade	CLASS OF ENGINE						
			DE 1000	DE 1500 1600 1750	DE 2000 2500 3000 3500	DE 3000 3200 3500			
First—Westward	Bowers Jct. to Tualatin	Down							
	Tualatin to Tonquin	1.1	1600	2000	4200				
	Tonquin to Wilsonville	Down							
	Wilsonville to West Woodburn	1.2	2000	2500	5200				
	West Woodburn to Eugene	.4	3000	4000	8000				
	Eugene to Salem	.4	3000	4000	8000				
	Salem to Wilsonville	1.0	2800	3800	6700				
	Wilsonville to Bowers Jct.	1.0	1600	2000	4200				
	Forest Grove Jct. to Forest Grove	1.0	1600	2000					
	Forest Grove to Forest Grove Jct.	Down							
Second—Westward	Albany to Sweet Home	2.0	1600	1850	3700				
	Sweet Home to Albany	Down							
Third—Westward	Sweet Home to Albany	Down							
Third—Eastward	Sweet Home to Albany	Down							
	Sweet Home to Dollar	2.34	550	750	1500				
Fourth—Westward	Dollar to Sweet Home	1.75	850	1050	2100				
Fourth—Eastward	Dollar to Sweet Home	1.75	850	1050	2100				

## LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	PORTLAND DIVISION District	Ruling Grade	CLASS OF ENGINE						
			DE 1000	DE 1500 1600 1750	DE 2000 2500 3000 3500	DE 3000 3200 3500			
First—Westward	Willbridge to St. Helens	.56	2800	4000	7500				
	St. Helens to Astoria	Down							
	Astoria to St. Helens	.52	3200	4000	8000				
	St. Helens to Willbridge	Down							
	United Jct. to Ban Spur	2.0	900	1100	2400				
	Ban Spur to Cornelius Tunnel	1.5	1000	1300	2600				
	Manning to Tophill	2.5		800	1600				
	Tophill to Vernonia	Down							
	Vernonia to Brauns	.8	2200	3000	5000				
	Braun to Tophill	1.5	900	1200	2200				
Third—Eastward	Tophill to North Plains	Down							
	North Plains to Cornelius Tunnel	1.0	1600	1800	3600				