

Spokane, Portland & Seattle Railway Co.
System Lines

**Special
Instructions
No. 15**

Effective 12:01 A. M. Pacific Time

Sunday, September 30, 1962

**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.**

**J. L. MONAHAN,
Superintendent**

**N. S. WESTERGARD,
Vice President & General Manager**

TERMINAL SUB-DIVISION

(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 caboose hops 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.

2. **At East Portland**—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. Employees 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.

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.

S. E. Second Ave. between S. E. Main and S. E. Madison Sts.—Engines must stop at stop signs at junction with Union Pacific Railroad Co., giving precedent to Union Pacific trains and engines.

3. **Between Portland and Vancouver**—To avoid damage, engine brakes must not be fully applied or engine power greatly accelerated while passing over rail locks of draw spans on the Columbia River, Oregon Slough and Willamette River Bridges.

When rear car of a Union Pacific passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, D-19, 19(A) and 19(B). When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and auxiliary marker must display green light to rear. Rear trainman is responsible for proper display of the auxiliary marker, as well as the rear end light.

4. **At Willbridge**—Engineers of eastward 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 Jet.**—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.

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**—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. **At Bingen-White Salmon**—When High Load Detector at Bridge 75-3 has been actuated by a high load passing through underpass, automatic block signals 75.2 and 75.3 will display a red color aspect over a lunar color aspect. When this indication is displayed, trains must stop short of bridge structure and make inspection for damage to bridge before passing over, notifying Superintendent of happening from first available point of communication.

4. **At Avery**—Trackage paralleling west end of siding is designated as Track No. 1, capacity 82 cars and trackage paralleling Track No. 1 is designated as Track No. 2, capacity 84 cars. Normal position of switches connecting Track No. 1 to siding is for siding and normal position of switch connecting east end Track No. 2 to siding is for siding and switch connecting west end Track No. 2 to Track No. 1 is for Track No. 1.

5. **At Wishram**—Eastward and westward through freight trains between Vancouver and Pasco will occupy main track, conditions permitting, westward trains stopping to clear crossover just east of Depot and eastward trains stopping to clear same crossover with rear end unless otherwise instructed. Yard engine will make setout of Wishram destined traffic from head end of westward trains and from rear end of eastward trains as well as adding fills when necessary. Westward trains will make setout of Fifth Subdivision traffic at Avery on either Track 1 or 2 as directed. Eastward trains will make pickup of eastbound traffic at Avery when so instructed.

Eastward trains not having sufficient time to make Wishram for opposing or following superior trains, and conditions permit, may head in at Avery and proceed to Wishram via west wye extension, north leg of wye and Fifth Subdivision lead. Westward trains departing Wishram, not having sufficient time to make Avery via main track for opposing or following superior trains, may use this same route, conditions permitting.

6. **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.

7. **Engine Restrictions**—

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

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. **At Finley**—When switching over Bowles, Cochran, Game Farm and Lechelt Road crossings at grade a member of the crew must be on the ground at each crossing to provide protection.
3. **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.

4. **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.

5. **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.
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.
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.

FIFTH SUB-DIVISION

(WISHRAM-BEND)

1. **At Wishram**—Normal position of switches both ends west wye extension is for west wye extension. East and west crossovers between main track and west wye extension are designated as "Wishram wye crossover," and "west wye extension crossover," respectively.

Normal position of switch connecting Fifth Subdivision Lead to east leg of wye is for north leg of wye and normal position of switches connecting east leg of wye to Fifth Subdivision and west leg of wye to west wye extension is for west leg of wye.

Automatic block signal T.02 located west of west leg wye switch is approach signal to drawbridge home interlocking signal and governs eastward movements from west wye extension to Fifth Subdivision.

Automatic block signal T.04 located on east leg of wye at clearance point with west leg of wye governs movements from Fifth Subdivision Lead to Fifth Subdivision and when south switch of wye is lined for movement from east leg and there are no conflicting movements, will display proceed indication.

Eastward and westward through freight trains between Vancouver and Bend will operate through via west leg of wye. Eastward through freight trains from First Subdivision to the Fifth Subdivision, unless advised to the contrary, will head in at west switch of Avery siding, make their pickup on either Track 1 or 2 as directed, then proceed on west wye extension to west leg of wye at which point change of crews will be made. Westward trains from the Fifth Subdivision to the First Subdivision will also change crews in vicinity of west leg of wye, then, dependent upon existing conditions, will proceed either through Wishram Wye Crossover or West Wye Extension Crossover entering main track these points or on west wye extension through Avery siding, entering main track at the latter point, then make their setout of eastbound traffic on either Track 1 or 2 as directed.

Engineers of trains arriving after making stop in vicinity of west leg of wye to effect change of crew, must apply brakes with not less than a 20 pound brake pipe reduction, to be released by the outgoing engineer.

2. **At O. T. Junction**—Dual control switch, governed by interlocking signals and rules, electrically operated by remote control by the Columbia River drawbridge operator.

Normal position is for Fifth Subdivision.

Upper unit of westward home interlocking signal governs movements over drawbridge to west wye extension through west leg of wye. Westward trains from the Fifth Subdivision en route classification yard will operate south and east switches of wye before proceeding through east leg of wye.

Rule 83(B) does not apply to eastward Union Pacific trains to the Fifth Subdivision, which trains must secure S. P. & S. clearance Form A at The Dalles before proceeding.

3. **At Madras**—

(a) Westward freight and mixed trains, 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 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, inspection of each unit of the locomotive must be made to determine if dynamic brake is operating properly and report results of inspection to the engineer, frequent inspections will be made thereafter while descending grade.
4. **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.
 5. **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.
 6. **Engine Restrictions**—
Engine classes D.E. 6000 H.P. and heavier not permitted on the following tracks:
Bend—Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas, Drill and Mill spurs.

SIXTH AND SEVENTH SUB-DIVISIONS

(PORTLAND-SEASIDE-POINT ADAMS)

1. **At United Junction**—Spring switch, normal position for Third Sub-division.
2. **At Locoda**—Interchange of cars for and from the Beaver Ammunition Site will be made on main lead to classification yard just west of switch to coal storage spur, the third switch beyond the west switch to the runaround track.
3. **At Clatskanie**—Cars must not be left spotted on trackage closer than one hundred twenty-five feet on either side of road crossing located just west of depot.
4. **At Astoria**—During hours telegrapher is on duty, trains must secure Clearance Form A before proceeding.

A City telephone has been installed in a booth adjacent to the register at Astoria for the use of westbound trains to notify the operator of the Youngs Bay Bridge of intended passage.

On arrival Astoria, conductor of westbound trains intending to use the Youngs Bay Bridge will call the drawbridge operator, Mr. R. M. Wheeler, at FAirfax 5-2378, which number is posted in the telephone booth, advising the drawbridge operator of the intent to pass over.

5. **At Warrenton**—Normal position of switch is for Sixth Sub-division.
6. **At Flavel**—Bioproducts, Incorporated, in connection with their whaling operation, will at times place a whale haul-out ramp across track at a point 270 feet east of their present dock crossing.
During time this haul-out ramp is in place, track will be impassable, protected by red flag and light. All trains will approach this point prepared to stop short of obstruction if in place.
7. **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.
8. **Bridge and Engine Restrictions**—
At Astoria—Engines not permitted on dock portion on any of the three tracks located on Pier No. 2.

EIGHTH SUB-DIVISION

(UNITED JCT.-VERNONIA)

1. **At United Junction**—Spring switch, normal position for Eighth Sub-division.
2. **At Bowers Junction**—Spring switch, normal position for Ninth Sub-division.
3. **Impaired Clearance**—
At Haydite—Account proximity of shale bluff, clearance is less than standard between switch and clearance point on east end.

NINTH, TENTH, ELEVENTH AND TWELFTH SUB-DIVISIONS

(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.

Account heavy curvature on Industrial Center lead between 30th and 31st Avenues and St. Helens Road, fifty foot and longer cars equipped with six 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 or multiple loads on heavy curvature in the Industrial Center.

When handling long cars, including multiple level flat cars, in Northwest Industrial Area, use extreme care when negotiating heavy curvatures.

3. **Southern Pacific Company Absolute-Permissive Block Rules 740, 741, 742 and 744 Govern Operations over S. P. Co. Track Between Greton and Beburg—**

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—**Signs reading "X-Signal Start Broadway" have been installed each side of Broadway Street, one 538 feet from the street on the west side "Train Direction" and the other 544 feet on the east side, which indicate the starting circuits of the crossing signal.

When performing switching in the vicinity of Broadway Street, no cars must be left within these starting circuits, which would cause activation of the crossing signal, while performing switching service elsewhere.

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 Ninth 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. **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.

14. **Engine Restrictions—**

At Wilsonville—Engines in excess of four DE units coupled together not permitted on Bridge 43.4.

At Beaverton—General Electric Company spur restricted to use of one unit only.

ALL SUB-DIVISIONS

1. **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.

2. **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.

Fourth and Seventh Sub-divisions.

Eighth Sub-division only between Bowers Jct. and Vernonia.

Tenth, Eleventh and Twelfth Sub-divisions;

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

3. **Rule 14—**Sounding of signal 14(k) must be made when passing track and bridge crews.

4. **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.

5. **Rule 104(B)—**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.

6. **Rule 713(C)**—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.

7. **Rule 727**—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.

8. **Rule 806**—Running switches or the cutting off of cars into tracks on which there are occupied outfit cars is prohibited.

9. Open cars loaded with ballast or fines must not be handled next to caboose if consist of train permits handling in another location.

10. 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.

11. 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.

12. Trains must not pass under overhead crossing of logging roads while log train is passing over the crossing.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. **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.

19. **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.

20. 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.

21. **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.

22. **On locomotive wheels**, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer; on freight car wheels two inches or longer or if there are two or more adjoining spots each one and one-half 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.

23. **Flasher type warning lights installed on cab roof of engine**—On engines so equipped, such lights must be displayed at all times when engine is in motion in both road and yard service.

24. Tunnel Locations—

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.

Fifth Subdivision—

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.

Sixth Subdivision—

No. 1—1.2 miles east of Mayger	188 ft.
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Eighth Subdivision—

No. 1—0.04 miles west of Tunnel Spur	4,103 ft.
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25. Location, Capacity and Facility of Stockyards—

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
Washtucna	2	2	Water
Hooper	2 cattle 1 sheep	2 4	None
Benge	2	2	Water
Rockwell	2	4	None
Lamont	1	2	None
Centerville	1	2	Water near
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
Clifton	Portable Chute		None
Albany Yard	4	5	Water

26. 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 and Yard Office

Spokane —G. N. passenger station

Hillyard —Yard office and roundhouse

Parkwater —Roundhouse

Yardley —Yard office

St. Helens —Depot

Astoria —Depot

Seaside —Depot

Salem —Depot

Albany —Yard office and roundhouse

Eugene —Depot

Sweet Home—Depot

27. 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..... 1527 Lloyd Center, 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

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

28. Standard Time Clocks—

Portland —Union Station telegraph office
Roundhouse and yard office

Willbridge —Yard office

Vancouver —Telegraph office and roundhouse

Wishram —Telegraph office

Pasco —Passenger Station telegraph office,
Roundhouse and Yard Office

Spokane —G. N. Passenger Station

Hillyard —Yard office, roundhouse

Parkwater —Roundhouse

Yardley —Yard office

Bend —Telegraph office

Astoria —Telegraph office

Seaside —Telegraph office

Salem —Telegraph office

Albany —Yard office

Eugene —Telegraph office

F. S. BARLOW, JR., Assistant Superintendent

W. W. GARRETT, Trainmaster

G. S. SHOWALTER, Trainmaster

L. B. LANTRY, Trainmaster

G. I. SCOTT, Trainmaster

S. G. BUNTIN, Chief Dispatcher

L. Z. DANIELS, General Mechanical Superintendent

E. L. KENNARD, Superintendent Motive Power

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"	19'	17' 9"	17'	Willamette River Bridge
Vancouver—Spokane.....	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	18'	17' 6"	17'	Columbia River Bridge
Lyle—Goldendale.....	20'	20'	19' 6"	19' 6"	19' 6"	19'	19'	18' 6"	18'	18'	18'	17' 6"	17'	All Tunnels
Wishram—Bend.....	20'	20'	20'	20'	19' 9"	19' 6"	19' 3"	19'	18' 6"	18' 9"	18' 6"	17' 6"	17'	None
Portland—Seaside.....	18' 6"	18'	17' 6"	17'	17'	16' 6"	16' 6"	16'	16'	15' 9"	15' 6"	14'	—	All Tunnels
Warrenton—Point Adams.....	20'	20'	20'	19'	19'	19'	19'	19'	19'	18'	18'	18'	18'	Mayger Tunnel
Portland Yard Limits.....	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	—	Track Centers
Bowers Junction—Tigard.....	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	18'	18'	18'	None
Tigard—Eugene.....	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	—	Tualatin S. P. Overhead
Forest Grove Jet.—Forest Grove.....	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	16'	None
Lebanon—Dollard.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	18'	17'	16'	None
United Junction—Vernonia.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	17' 6"	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	District	Ruling Grade %	CLASS OF ENGINE					
			DE	DE	DE	DE	DE	DE
First and Second—Eastward	Vancouver to Pasco	.2	1500	3000	4500	6000	Car Limit	
First and Second—Westward	Pasco to Vancouver	Down	1600	3200	4800	6400	Car Limit	
Third—Eastward	Pasco to Mock	.4	1750	3500	5250	7000	Car Limit	
	Mock to Ft. Wright	Down	3500	6000	Car Limit	Car Limit		
	Ft. Wright to Hillyard	1.0	2000	4000	6000	8000		
	Hillyard to Ft. Wright	Down	1600	3200	4800	6400		
	Ft. Wright to Mock	1.0	1600	3200	4800	6400		
	Mock to Pasco	Down	1600	3200	4800	6400		
Fourth—Eastward	Lyle to Goldendale	2.2	800					
Fourth—Westward	Goldendale to Lyle	Down						
Fifth—Eastward	Wishram to South Junction	.6	2500	4400	6500	Car Limit		
	South Junction to Madras	1.5	1100	2200	3300	4600		
	Madras to Bend	1.0	1600	3200	4600	6000		
Fifth—Westward	Bend to Wishram	Down						

LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	District	Ruling Grade	CLASS OF ENGINE								
			DE 1000	DE 2800	DE 3200	DE 4000	DE 4000	DE 7500			
Sixth—Westward	Willbridge to St. Helens	.56									
	St. Helens to Astoria	Down									
	Astoria to St. Helens	.52									
Eighth—Westward	St. Helens to Willbridge	Down									
	United Jct. to Ban Spur	2.0									
	Ban Spur to Cornelius Tunnel	1.5									
Eighth—Eastward	Manning to Tophill	2.5									
	Tophill to Vernonia	Down									
	Vernonia to Braun	.8									
	Braun to Tophill	1.5									
	Tophill to North Plains	Down									
	North Plains to Cornelius Tunnel	1.0									

LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	District	Ruling Grade	CLASS OF ENGINE									
			DE 1000	DE 1500	DE 1600	DE 1750	DE 2000	DE 3000	DE 3200	DE 3500		
Ninth—Westward	Bowers Jct. to Tualatin	Down										
	Tualatin to Tonquin	1.1										
	Tonquin to Wilsonville	Down										
	Wilsonville to West Woodburn	1.2										
	West Woodburn to Eugene	.4										
Ninth—Eastward	Eugene to Salem	.4										
	Salem to Wilsonville	1.0										
	Wilsonville to Bowers Jct.	1.0										
	Forest Grove Jct. to Forest Grove	1.0										
	Forest Grove to Forest Grove Jct.	Down										
Tenth—Eastward	Albany to Sweet Home	2.0										
Eleventh—Westward	Sweet Home to Albany	Down										
Eleventh—Eastward	Sweet Home to Dollar	2.34										
Twelfth—Westward	Sweet Home to Dollar	2.34										
Twelfth—Eastward	Dollar to Sweet Home	1.75										