CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

COAST DIVISION

SPECIAL RULES NO. 1

Ashford PNWA

Taking effect Saturday, April 1, 1939

Employes whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

T. J. HAMILTON,
Assistant Superintendent.

G. H. HILL,
Assistant Superintendent.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

F. E. DEVLIN,
Superintendent.

C. H. BUFORD,
General Manager.

OPERATING RULES

STANDARD TIME

G-2. Employes designated in Rule 2 must submit their watches for semi-annual examination and semi-monthly comparison and must have their watches cleaned at least every 18 months.

X-3. In addition to those designated in time table, standard clocks are located in Tide Flats Yard Office, Dispatcher's and Roundhouse Office Tacoma, Roundhouse Office Seattle, Dispatcher's and Roundhouse Office Spokane.

SIGNALS

G-7 (A). The last sentence of Rule 7 (A) is hereby modified to read: "When backing a train or shoving cars (unless the movement of the cars is controlled by a back-up air-brake hose in charge of a trainman), the disappearance from view of the trainman or light by which signals are given, must be construed as a stop signal."

G-14. In complying with Rule 14 (L), the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the engine so that the signal will consume not less than 10 seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to highway traffic thus avoiding unnecessary annoyance to residents.

G-22. Except in helper territory, when necessary to double-head trains, the smaller engine should be placed ahead, and in case of passenger trains, the regular passenger engineman should take charge of the leading engine and handle the air. Small engines having insufficient air-pump capacity to properly handle long trains, should not be used for double-heading purposes on such trains.

G-26 (A). A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

MOVEMENT OF TRAINS

X-83 (A). At Plummer Jct., Manito, Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

G-91. In territory not operated under Automatic, Manual, or Controlled Manual Block System, operators must display train order signal immediately after the departure of a train carrying passengers and not permit a train to follow until such train has passed the next open train order office unless authorized to do so by the train dispatcher, except when means of communication have failed, the train so held may be permitted to proceed on its right or schedule, 10 minutes after the departure of the train with a Clearance Form A properly filled out and bearing notation: "No._____left at _____M. and has not passed_____."

When its right or schedule permits it to proceed, the train receiving this Clearance Form A may proceed, but at restricted speed until it is known that the preceding train has passed the next open office.

G-91 (A). Except in Automatic or Controlled Manual Block System territory, when a train is passed by a passenger train at a station where no block signal is in service, it may, after waiting 10 minutes, proceed on its right or schedule but at restricted speed until it is known that the passenger train has passed the next open office.

G-93 (A). Within yard limits, trains carrying passengers must be protected at all times as prescribed by Rule 99; other trains and yard engines must, during foggy or stormy weather or where the view is obscure, be protected in the same manner. Yard limits will be designated by yard limit signs or by special instructions.

G-93 (B). Trains must approach the passenger station at subdivision terminals prepared to stop expecting to find other trains occupying the main track and move only as the way is seen to be clear.

G-98 (A). To line a crossing gate for any line, it must be swung its full movement over and at right angles to the track of the conflicting line. Crossing gates must be locked in their normal position after having been used. Where speed restrictions are shown over certain crossings, the speed may be increased after the engine or the leading car has passed over the crossing.

Where Home signals operate in conjunction with the gate, and the Home signal displays a Stop-indication for an approaching train or engine and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and after having made certain that the gate is properly set against the conflicting line, may signal his train to proceed over the crossing and movements under such condition must be made at restricted speed and must be protected against conflicting movements.

X-98. The Washington State Law governing movements of trains over railroad crossings at grade is as follows: "Trains shall stop at railroad crossings; all railroads and street railroads operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than 500 ft. before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signalmen, interlocking plants or gates."

X-98 (A). To line a crossing gate for movement on any line, it must be swung its full movement over and at right angles to the track of the conflicting line.

At Tacoma, the N. P. R. R. crossing at Lincoln Ave. east of the Roundhouse is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

At Mineral, the West Fork Logging Company crossing is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

The Weyerhaeuser Timber Company crossing, 1.6 miles East of Skookumchuck is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

Movements over the N. P. R. R. crossing one mile east of Deming are governed by swinging type crossing gates normally set and locked against movements on C. M. St. P. & P. R. R. Trains on C. M. St. P. & P. R. R. will come to a stop (regardless of the position of the gates) and will not proceed beyond the Railroad Crossing Stop Sign nor swing the gates nor occupy the crossing until any train approaching on the N. P. R. R. has either proceeded over the crossing or has come to a stop. An indicator is provided at the crossing to indicate the approach of trains in either direction on the N. P. R. R. This indicator must be observed before the gate is set against N. P. R. R. movement. It is necessary to push the button on indicator in order to clear same.

G-102 (A). When trains that have one or more cars with inoperative air-brakes on the rear, are standing on ascending grades, the hand brakes must be set on such cars.

G-103. Protection must be provided by a member of the crew on the ground in advance of the cars at road or foot crossings not protected by signals or gates manually controlled or by a watchman under the following conditions to prevent injury:

(a) While coupling cars standing at or near crossing.

(b) While pushing cars over crossings, except when the leading car is equipped with a back-up air-brake hose or pipe and whistle in charge of a trainman.

(c) While engine movements are made onto crossing when switching where the view of the men on the engine is obstructed.

When the view at road or street crossings, not protected by signals or gates manually controlled or by a watchman, is obstructed by standing cars handled by road or yard crews, a member of such crew will, when practicable, take a position on the crossing and be prepared to warn highway traffic of approaching trains.

In switching movements, when it becomes necessary for a car or engine to get onto a street crossing that is ordinarily protected by signals, gates or flagman, and such protection is not in operation, a member of the crew must be on the crossing in advance of the approaching equipment to provide the necessary protection.

G-103 (B). Where crossing signals which operate by control switches are in service at street or highway crossings, the control switches must be operated by a trainman and the signals must be put in operation 20 seconds before a back-up or a switching movement is made that will foul the crossing; the signals must be cut out when the movement has cleared the crossing and when engines or cars are left standing in the circuit. Control switches are equipped with switch locks and must be kept locked when not in use.

X-103 (B). Manually controlled crossing signals are in use at D Street, Tacoma. Speed restriction over the crossing is 10 miles per hour. Movement on team track over D Street must be protected by a member of the crew taking a position on the crossing to warn highway traffic of approaching trains.

G-104. After opening or closing a switch, except one that is equipped with a cam lock, the lock must be placed in the staple.

When a switch equipped with a cam lock is thrown for a siding or other track, care must be exercised to see that the hand lever is placed into the receiving notch of the stand plate. When the stand is equipped with a hook, the hook must be placed in the staple. After such switch is relined to its normal position, the switch lock must be placed in the staple.

Enginemen will be held responsible for running through switches.

G-D-152. Trains moving against the current of traffic must approach all cross-overs prepared to stop.

MOVEMENT BY TRAIN ORDERS

G-204. The station name of the train dispatcher's office from which a train order is received, must be shown on the date line.

G-204 (A). Operators must deliver copy of train orders and clearances to flagmen on passenger trains.

G-214. After an operator repeats a train order that is not addressed to himself, he will give his initials and office signal.

X-221 (A). At Plummer Jct., the train order signal has two arms to govern westward trains. The upper arm or light governs trains moving toward Malden, the lower arm or light governs trains moving toward Manito.

G-221 (B). When trains are to pick up "19" train orders, the speed must be reduced sufficiently to insure getting the order; in no case will the train exceed 30 miles per hour while passing the person who is delivering the order.

G-221 (E). At a train order office where there is no train order signal, but where rules require all trains to obtain Clearance Form A, the operator will respond N. S. (no signal) instead of S. D.

G-221 (F). When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

DEFINITIONS

Controlled Manual Block System. A series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the cooperation of the signalmen at both ends of the block to display a Proceed or Permissive Block Signal.

Centralized Traffic Control System. A block or a series of consecutive blocks, the signals of which together with certain switches, are controlled from a central location.

MANUAL BLOCK SYSTEM

G-317. When a train, other than a passenger or a mixed train, is inside the outer switches at certain block stations indicated by time-table or special instructions, it may be reported as arrived provided the operator has seen the markers or is notified by the conductor that all of his train is inside the switches. Following trains may be given a Proceed indication or a Clearance Form A showing block **clear,** except that if a first class train is to enter the block it must have a train order and a Clearance Form A showing block **occupied.** Trains other than first class trains accepting and moving under Proceed indication or Clearance Form A showing block **clear,** must approach the designated station at restricted speed.

G-318. Rule 318 will be used only in two or more track territory. A train may be permitted to follow a train other than a passenger train into a block under permissive indication or Clearance Form A, when so directed by the train dispatcher.

Rule 317 applies when trains are run against the current of traffic.

G-345. Manual Block System Rules will apply when trains are run against the current of traffic in Automatic Block System territory.

G-365 (B). To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, the following form of train order must be used: "No._____ may enter the block at_____ahead of No._____." The trains receiving this order will run according to the rules.

AUTOMATIC BLOCK SYSTEM

G-501 (B). The definition of Medium Speed is one-half of the authorized maximum instead of 30 miles per hour.

G-509 (A). Under Rule 509 (A), when the train dispatcher knows there is no opposing train movement involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the train dispatcher does not positively know there is no opposing train movement involved, he will issue authority to proceed in the following form:

"You may proceed under flag protection to the first signal that displays a Proceed-indication."

These instructions must be repeated by the conductor or the engineman to insure correct understanding and entry must be made by the train dispatcher in his train order book.

G-509 (C) (Note). Permissive marker is distinguished by letter "G" on a yellow sign 15 inches square located on the right hand side of the signal mast almost immediately above the number plate.

G-516. At meeting points, when the Stop and Proceed signal at the entrance of the siding displays a Stop then Proceed at Restricted Speed-indication, the train having right to the main track may proceed without stopping, but at restricted speed, to clearance point of switch used by the opposing train, if the opposing train can be seen entering the siding.

G-520. Manual Block System Rules will apply when trains are run against the current of traffic.

INTERLOCKING

G-601 (B). Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-601 (G). The definition of Slow Speed is one-quarter of the authorized maximum instead of 15 miles per hour.

X-672. Trains must not exceed 25 miles per hour over the railroad crossing at Blakeslee Jct., and 10 miles per hour over railroad crossing at Chehalis Jct. See Rule 672.

G-D-673. On two or more tracks, trains or engines moving against the current of traffic when approaching and passing through interlocking limits must move at restricted speed prepared to stop at Dwarf signal displaying Stop-indication. The indications of these signals can be seen at a distance of approximately 600 feet in clear weather.

GENERAL REGULATIONS

G-715. Each employe is required to look after and be responsible for his safety and to exercise the utmost caution to prevent injury to himself, to fellow employes and to the public or damage to property, particularly in the switching of cars and in the movement of trains.

G-718. Employes injured in an accident or employes, whether on duty or not, who witness an accident in which a person is injured, must not furnish information to anyone or as testimony in Court which in substance shall contradict the information furnished by such employes to the representatives of the Railroad Company. Such contradictory information invites needless and expensive litigation, precluding the possibility of effecting amicable settlement with mutual respect and good will. Any violation of this rule shall be deemed sufficient cause for dismissal.

All persons seeking information regarding an accident should be referred to the General Adjuster.

Employes are forbidden to solicit any claim against the Railroad Company for attorneys or others.

G-718 (A). Whenever an employe is injured while on duty and is physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

G-728. The following supersedes Rule 728: If track is found to be impassable, or is to be made impassable, flagmen must be sent out in both directions. At a distance of 500 feet from the obstruction, the flagman must place a red flag by day, and in addition, a red light by night on the engineman's side. Two torpedoes must be placed 10 rail lengths beyond the red signal. A yellow flag by day, and in addition, a yellow light by night, must be placed 1¼ miles beyond the red signal where they can be plainly seen by an approaching train. Two torpedoes must be placed 10 rail lengths beyond the yellow signal. Flagman will then return to the yellow signal and remain there until he is relieved or recalled by his foreman. On the approach of a train, the flagman will give **Reduce Speed** signal as per Rule 12 (b) until acknowledged by the engineman in accordance with Rule 14 (g). Trains stopped by the red signal must be governed by signal or instructions from the foreman in charge, who, in giving such signal, must use a yellow flag by day and a yellow light by night.

Should a train approach before the flagman has placed the yellow signal 1¼ miles beyond the red signal, the flagman must give **Stop** signal as per Rule 12 (a).

On two or more tracks, the required protection must be provided in both directions on the obstructed track.

G-728 (A). If track is found to be impassable and the track force is too small to provide flagmen, the signals and torpedoes must be placed in the same manner as provided for in Rule G-728, except that the yellow flag must be stretched between two staffs at right angles to the track and three feet or more above the rail on the engineman's side, and the yellow light must be placed 3 feet or more above the rail and on the engineman's side and where there is an unobstructed view for a quarter of a mile beyond. Trains finding these yellow signals may proceed at restricted speed to the red signal and there be governed by Rule 727.

G-729. Employes are prohibited from:

(a) Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

(b) Standing on top of high cars while passing under bridges or through tunnels.

(c) Getting on the end of an engine or of a car as it approaches them.

(d) Going between moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

(e) Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

(f) Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

(g) Following other dangerous practices.

G-730. When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustment.

G-731. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the enginemen and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineman must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-732. Employes must not handle or board cars or engines that bear BAD ORDER card without first ascertaining the nature of the defect so that they may guard against injury.

G-733. Employes are prohibited from riding:

(a) On engine footboard between engine and car when cars are being pushed.

(b) On leading footboard while coupling engine to cars.

(c) On engine pilot.

(d) On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

(e) On ends of cars containing lading which may shift.

(f) On engine pilot or footboards, or on sides or ends of cars while going in or out of depressed tracks.

(g) On forward footboard of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

(h) In the gangway of engines.

G-734. Except in case of accident or when necessary to perform work on the engine that must be attended to immediately, enginemen and firemen are prohibited from going out the side or front of cab of engines that are in motion. When necessary to go outside, extreme caution must be exercised to prevent injury.

G-735. When descending the gangway steps, employes must face the engine.

G-736. Employes on a standing or moving train should remain in the clear sufficiently to prevent being struck by objects that might be protruding from a train on an adjacent track.

G-737. Sacks hung on mail cranes create insufficient clearance. Employes on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

G-738. Stepping on track rails is prohibited except where necessary to obtain secure footing.

G-739. When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-740. Lighting enginemen's torches by holding them in the firebox is hazardous and must not be permitted.

G-741. Employes whose wages are attached by garnishee proceedings are subject to discipline. The assignment of wages is prohibited.

G-742. The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

X-743. The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetrochloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Trolley cut-off switches are located on the following electrified industrial tracks:

Sumner: No. 85 Controlling Cannery track.
No. 77 Controlling Yeast spur and Paper Co. tracks.
No. 78 Controlling Yeast spur.
No. 79 Controlling Paper Co. spur.

Auburn: No. 72 Controlling all Industry tracks.

Kent: No. 69 Controlling all Industry tracks.

These switches should be kept locked in the open position except when necessary to let motors in and out of the tracks.

TRAIN AND YARD SERVICE

X-802. At the following stations, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings:

First Subdivision	Plummer Jct.-Seabury
Third Subdivision	Ewan
Seventh Subdivision	All Stations
Eighth Subdivision	All Stations
Ninth Subdivision	All Stations
Tenth Subdivision	All Stations
Eleventh Subdivision	All Stations
Twelfth Subdivision	All Stations
Thirteenth Subdvision	Snoqualmie Falls, Tokul, Fall City, High Rock
Fourteenth Subdivision	All Stations
Fifteenth Subdivision	Hillsdale, Frederickson, Berkeley, LaGrande, Elbe, Mineral, Morton
Sixteenth Subdivision	Hickey
Seventeenth Subdivision	Frederickson, Offut Lake, Maytown, Mumby
Eighteenth Subdivision	All Stations
Nineteenth Subdivision	All Stations
Twentieth Subdivision	All Stations
Twenty-First Subdivision	All Stations
Twenty-Second Subdivision	All Stations

X-805. When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Tracks	On Curves
Between Avery and Malden	25 M.P.H.	20 M.P.H.
Between Plummer Jct. and Manito	25 M.P.H.	20 M.P.H.
Between St. Maries and Elk River	20 M.P.H.	15 M.P.H.
Between Malden and Othello	25 M.P.H.	20 M.P.H.
Between Tiflis and Neppel	20 M.P.H.	15 M.P.H.
Between Warden and Marcellus	20 M.P.H.	15 M.P.H.
Between Dishman and Metaline Falls	25 M.P.H.	20 M.P.H.
Between McGuires and Coeur d'Alene	20 M.P.H.	15 M.P.H.
Between Othello and Cle Elum	25 M.P.H.	20 M.P.H.
Between Beverly Jct. and Hanford	20 M.P.H.	15 M.P.H.
Between Cle Elum and Maple Valley	25 M.P.H.	20 M.P.H.
Between Bagley Jct. and Enumclaw	20 M.P.H.	10 M.P.H.
Between Cedar Falls and Monroe Jct.	20 M.P.H.	15 M.P.H.
Between Black River and Tacoma	25 M.P.H.	20 M.P.H.
Between Tacoma and Morton	20 M.P.H.	15 M.P.H.
Between Frederickson and Helsing Jct.	20 M.P.H.	15 M.P.H.
Between Maytown and Raymond	20 M.P.H.	15 M.P.H.
Between Port Townsend and Disque	15 M.P.H.	10 M.P.H.
Between Bellingham and Glacier	15 M.P.H.	10 M.P.H.

Trains handling steam derricks will not exceed the following speed limitations. The indicated maximum speed should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Tracks	On Curves
Between Avery and Malden	30 M.P.H.	25 M.P.H.
Between Plummer Jct. and Manito	30 M.P.H.	25 M.P.H.
Between St. Maries and Elk River	25 M.P.H.	20 M.P.H.
Between Malden and Othello	30 M.P.H.	25 M.P.H.
Between Tiflis and Neppel	20 M.P.H.	15 M.P.H.
Between Warden and Marcellus	20 M.P.H.	15 M.P.H.
Between Dishman and Metaline Falls	25 M.P.H.	20 M.P.H.
Between McGuires and Coeur d'Alene	20 M.P.H.	15 M.P.H.
Between Othello and Cle Elum	30 M.P.H.	25 M.P.H.
Between Beverly Jct. and Hanford	20 M.P.H.	15 M.P.H.
Between Cle Elum and Maple Valley	30 M.P.H.	20 M.P.H.
Between Bagley Jct. and Enumclaw	20 M.P.H.	10 M.P.H.
Between Cedar Falls and Monroe Jct.	25 M.P.H.	15 M.P.H.
Between Black River and Tacoma	30 M.P.H.	25 M.P.H.
Between Tacoma and Morton	25 M.P.H.	20 M.P.H.
Between Frederickson and Helsing Jct.	25 M.P.H.	20 M.P.H.
Between Maytown and Raymond	20 M.P.H.	15 M.P.H.
Between Port Townsend and Disque	15 M.P.H.	10 M.P.H.
Between Bellingham and Glacier	15 M.P.H.	10 M.P.H.

G-806. Work trains handling workmen or camp cars occupied by workmen, must not exceed 25 miles per hour.

Unoccupied bunk cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

X-814. Operation of trains on mountain grades. In addition to instructions contained in Air Brake & Signal Instruction Book Form 2697 revised, and approved April 1934 in which reference is made to paragraph numbers, the following will govern:

1. When there is no helper on the rear, the rear car must be one that is equipped with a good hand brake. Conductors are responsible for having trainmen properly stationed.

2. When a helper is used on the rear of a freight train, it must be in advance of boarding outfits, or cars of insufficient strength to safely resist the push of such helper.

3. Before commencing descent of grade from Hillsdale to Tacoma, brake pipe test, as per Rule 85-A, must be made at Allison, and all retainers must be turned up between Allison and Tacoma as per Rule 90-A.

4. All retainers must be turned up on eastward trains between Hillsdale and Tacoma, as per Rule 90-A.

5. Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.

6. Paragraphs 97 and 128 (Inoperative Air Brakes) do not apply on mountain grade.

7. In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required, providing there has been no change in position of hose cocks or double heading cocks since last test, EXCEPT when necessary to hold train with air brakes in which case Rules 90-A, 139 and 140 will govern.

8. Enginemen on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have brake pipe charged to this pressure before commencing descent of mountain grade as per Rule 139. When there is no stop to be made at summit of mountain grade enginemen will adjust the brake pipe pressure to 90 lbs. 2 miles before reaching summit and trainmen on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 104.

9. Whenever the engine handling the train is to be detached on a mountain grade in addition to the use of hand brakes, the engineman on the helper engine if used will cut in his brake valve and keep the brake pipe fully charged. When the road engine is again attached to the train, the helper engineman will cut out his brake valve. Brake Pipe Test must be made before proceeding as per paragraphs 38 and 85-A.

10. Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require.

11. Eastward freight trains from Boylston to Beverly, will stop at Rye and westward freight trains from Rockdale to Cedar Falls will stop at Garcia to permit trainmen to inspect train and for the wheels to cool. In these districts, if freight trains are handled by exclusive regenerative braking they need not stop for inspection and the wheels to cool.

12. When power goes off the line train will immediately be brought to a stop. If power does not come on the line again within one minute engineman will notify trainmen who will immediately set enough hand brakes to hold the train. When power again comes on the line engineman will recharge the brake pipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged.

G-815. The provisions of Rule 815 also apply to transfer movements within yards.

G-817. The back-up air-brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment when it may be operated by a trainman or a yardman.

G-817 (A). The air-brake must be cut in and in working order on cars that are being coupled to passenger train equipment, also while switching wrecking derricks, steam shovels, pile drivers, or occupied outfit cars.

G-819. The speed of all trains or engines passing through turn-outs must not exceed 13 miles per hour, except those turn-outs laid with long frogs and designated by Special Rule or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

G-820 (a). The speed of trains handling Lidgerwood unloaders must not exceed a maximum of 15 miles per hour.

(b) The speed of trains handling scale test cars must not exceed a maximum of 30 miles per hour.

(c) The speed of Class I engines must not exceed a maximum of 25 miles per hour.

(d) The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of 60 miles per hour.

(e) Class K-1 engines must not be used on passenger trains except in case of extreme emergency, and then these engines must not exceed 45 miles per hour.

(f) When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be 10 miles per hour less than the maximum shown for passenger trains in that territory.

X-820. The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 miles per hour.

G-821. Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Rule or bulletin.

The speed of passenger trains must not exceed 25 miles per hour, other trains 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-822. The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-824. That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters **R. S.** and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3,000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters **R. S.** and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

G-825. When a signal governing a movement over a Spring switch displays a Stop-indication for an approaching train or engine, in addition to observing other rules, no movement must be made over the switch until the points have been examined and found to be fully closed, in proper position and secured.

When a Spring switch has not been lined for a trailing movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch, unless the switch is thrown by hand. Switch must not be thrown by hand when wheels are standing on any part of the switch point. When thrown by hand, the switch must be relined to its normal position and locked after the movement through it has been completed.

Water must not be wasted from engine nor sand used while passing over spring switches.

The speed of all trains or engines using the straight track at turn outs where Spring switches are in service must not exceed 25 miles per hour when moving against the point, unless otherwise provided.

X-825. Location of spring switches and normal position:

Station	Location	Normal Position
Marengo	West Switch	For 2nd Subdivision
Marengo	Union Pacific R. R. Connection	For Union Pacific R. R.
Beverly	West Switch No. 1 Siding	Main Track
Doris	West Switch	Main Track
Boylston	East Switch	Main Track
Hyak	West Switch	Main Track
Rockdale	East Switch of North Siding	Main Track
Ragnar	East and West Switch	Main Track
Cedar Falls	East Switch	Main Track
Black River	East Yard Switch of Pacific Coast R. R. connection	Main Track
Tacoma Jct. Tide Flats Line	East end of two tracks	Inbound Track
Frederickson	Junction Switch	For 17th Subdivision
Maytown	Junction Switch	For 17th Subdivision

G-826. When dead engines are being switched, they must be brought to a stop before being cut off.

G-827. (a) Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider.

(b) Engines with side rods removed from one side only, must not be hauled in trains.

(c) When dead engines with side rods disconnected are hauled in trains, the speed must not exceed 15 miles per hour and there must be at least 8 cars between engines so hauled.

(d) When dead engines with side rods in position are hauled in trains, the speed must not exceed 25 miles per hour.

(e) Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

(f) Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

(g) Conductors will notify enginemen when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

(h) Engines with side rods off and main rods connected when working steam, running light or in a train, must not exceed 15 miles per hour.

(i) Engines (other than Mallet type) with side rods in position and one main rod removed, running light or hauling cars, must not be run at a speed exceeding 25 miles per hour.

(j) The speed of Mallet type engines, working steam, with one main rod removed, must not exceed 20 miles per hour.

(k) Dead engines of Class K-1 type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-828. Gas-Electric motor cars should not be hauled dead in trains unless disabled. While being moved, they must be in charge of a qualified motorman or other employe who is familiar with the power plant equipment. When necessary to haul such cars dead in trains, they should be hauled on the rear of the slower passenger trains when this is practicable, or on the rear of short freight trains.

G-829. While Gas-Electric motor cars are tied up at terminals, they should not be handled in switching movements. When it becomes necessary to move them, it should be done only under their own power, unless otherwise authorized by the superintendent.

G-831. The following cars, loaded or empty, will be hauled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

1. Bad order cars.
2. Wood underframe flat cars.
3. Switch rear "S. R." cars.

G-832. Train and engine employes are expected to be at their homes or in their cabooses and the caller will not be expected to look elsewhere for them.

G-833. Unless specifically instructed by the superintendent or chief dispatcher to the contrary, or when protection to the train or engine is necessary, conductors, trainmen, flagmen, enginemen, firemen, and yardmen shall not remain on duty in excess of 16 consecutive hours nor in excess of 16 hours in the aggregate in any 24-hour period. After being on duty 16 consecutive hours, they must have 10 consecutive hours off duty, and after being on duty 16 hours in the aggregate in any 24-hour period, they must have not less than 8 consecutive hours off duty. The time **on duty** includes all time from the time required to report for duty until the time actually released from duty.

X-838. The speed of engines when running backward, either light or handling trains must not exceed 25 miles per hour on tangent track and 20 miles per hour on curves.

PASSENGER SERVICE

G-881. Toilets in passenger cars must be locked before such cars are placed at terminal stations, on approaching terminals, and at intermediate stations where the train stops for any length of time.

G-882. The first sentence of Rule 882 is hereby modified to read:

"Side doors and trap doors of vestibules on other than suburban passenger trains must be kept closed between stations when the train is in motion, except when necessary to check signals, or to inspect the train. When arriving at stations at which passengers are to be received or discharged, the side door may be opened immediately before the train stops so that preparations may be made to promptly handle the passengers."

Unless otherwise provided, electric light connectors, which are taken down on cars that are set out, must be kept with the train and not left with the car that is set out.

G-885 (A). When a mail apartment or R. P. O. car in a train becomes bad order enroute and it is apparent that serious delay to passengers, mail, and express, can be prevented by setting out the bad order car, that should be done; in such case or when necessary to transfer passengers to another train due to an accident or other cause, arrangements must also be made to transfer such U. S. Mail as should receive prompt handling. Conductor should confer with the R. P. O. clerk in charge with the view of transferring only the important letters, registered, and daily paper mail and leaving the less important parcel post and bulky mail (which in the judgment of the R. P. O. clerk can be held under proper protection) to follow on later trains. The R. P. O. clerks should be given as much advance notice as possible to afford them an opportunity to tie out the mail that is in the process of distribution and to determine which mail should be transferred.

X-885. Trains having U. S. Mail for stations where they do not stop, should not exceed 15 miles per hour while passing the station.

G-887. Traveling electricians ride on certain passenger trains to take care of defects that may develop enroute on air-conditioned cars.

When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the electrician requests the return of the blue flag.

FREIGHT SERVICE

G-900. It is the duty of agents to break and apply seals to way cars, but conductors must see that the cars are sealed before leaving the station where the cars were opened.

At stations where agents are not employed, the conductors will break seals, noting seal record on waybills, and will have the cars resealed at the first open station. At stations where agents are not on duty, the conductors will break and apply seals to cars and will leave a record of seals removed and applied.

A report must be made on train and switch lists of all cars that require weighing, re-icing or ventilation. Heated cars must be given the required attention.

Cars containing bonded freight must always be carded and secured by customs locks or seals which may be removed only by customs officer.

G-D-900. Particular care must be exercised to prevent doors or other projections from striking passing trains.

G-901. When a train has cars containing live stock, the conductor will designate on his train list (Form 540) the time and date that each car was loaded or last reloaded, as the case may be, and in instances where the waybill shows that a **36-Hour Request** has been signed, he will show that information also.

Conductors of trains handling livestock, including emmigrant movables, must consult the wishes of the persons in charge pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. When the outside temperature is 70 or above, trainmen will shower hogs as often as may be necessary and avoid as much as possible getting the water on the backs of the hogs.

G-903. When cars with any defects are picked up or set out, the conductor must make a record of the defect on Form 975, and attach a copy of same to the waybill. When such cars are picked up at a junction point with another railroad, the report to the superintendent and car foreman should show the name of the station from which the car was taken.

G-904. Slip bills for empty cars must be handled with as much care as regular waybills. Empty cars must not be billed without authority from the chief dispatcher. When cars are made empty in trains, the conductor will report them to the chief dispatcher for disposition.

G-911. When computing tonnage, 2 tons should be added to the tare weight of loaded refrigerator cars **that are under refrigeration** to cover the ice in the bunkers.

ENGINEMEN

G-920. Enginemen will keep flagman's day and night signals in cabs for use in emergency. Engine should be provided with not less than six torpedoes and six fusees.

G-921. When a foreign line train is detoured, the foreign line engineman must handle the engine, but the engineman pilot will instruct him in regard to track conditions, signals, and other matters that affect the operation of the train.

G-922. Coal must be so placed on tenders that it cannot roll off and must be kept off the gangway and the steps.

G-922 (A). Except in switching movements, when it becomes necessary for an engineman to close the throttle while the fireman has the fire door open, he should first warn the fireman to get away from the open door or to close it.

STATION AGENTS

G-950. Unauthorized persons must not be permitted to offer any articles for sale on the Company's premises.

G-970 (A). Agents will seal all cars loaded at their station, break seals, reseal way cars, and keep a complete record. Before going off duty, the requisite number of seals will be left under lock available for conductors who will leave a record of seals applied and removed.

OPERATORS

G-982. In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-992. Agents, operators, and train dispatchers, who, by the use of the telegraph or telephone, dispatch, report, transmit, receive or deliver orders pertaining to or affecting train movements, shall not remain on duty for a longer period than 9 hours in any 24-hour period in all towers, offices, places and stations where more than one such man is employed nor for a longer period than 13 hours in such places operated only during the day time except on definite instructions from the chief dispatcher.