

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **IDAHO DIVISION**

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# **Special Instructions No. 1**

**In Effect at 12:01 A. M. Pacific  
or 120th Meridian Time**

**Sunday, July 2, 1933**

**These instructions govern Current Time Table.  
Read carefully and be positive that you have the  
Current Time Table, also copy of Current Special  
Instructions.**

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**W. C. SLOAN,  
General Manager.**

**R. T. TAYLOR,  
Superintendent.**

**T. F. LOWRY,  
Assistant General Manager.**

**P. H. McCAULEY,  
General Superintendent of  
Transportation.**

# SPECIAL INSTRUCTIONS

## FIRST SUBDIVISION.

- At Paradise**—House track will be used as siding for first class trains and passenger extras.
- At Sand Point**—Time of first class trains applies at Telegraph Office.
- At Velox**—Time of all trains applies at double track switch. Normal position is for westward track.
- Yard Limits**—  
Tracks between Yard limit signs east of Kootenai and west of Sand Point will be operated as one yard.  
Tracks between yard limit signs east of Yardley and west of Spokane will be operated as one yard.
- Double Track**—Eastward from Yardley to Velox any train may run ahead of superior trains without orders.
- Bridge and Engine Restrictions**—  
Drawspan, bridge 3-2, Pend Oreille Lake twenty (20) miles per hour.
- Speed Restrictions**—  
At Paradise twenty (20) miles per hour between station and west switch.  
At Velox twenty-five (25) miles per hour through long crossover.  
At Yardley—Between east and west crossover switches, passenger trains twenty-five (25) miles per hour.
- Register Stations**—  
Paradise.  
Heron for trains originating and terminating.  
Hauser for trains originating and terminating.  
Yardley, for second class and inferior trains, except passenger extras.
- Register Exceptions**—  
At Yardley enginemen of eastward freight trains will not consult register but will be furnished a check of register on Form 602. Trains cleared at Spokane will not register.
- Clearance Exceptions**—At Yardley trains cleared at Spokane will not require clearance.

### 11. Commercial Spurs—

	Miles from Paradise	Car Capacity
Lynch .....	9.0	18
Pinehurst .....	36.6	69
White Pine .....	44.5	7
Dorite .....	88.3	5
Kolliner .....	106.7	17
Culver .....	112.6	10
Sagel .....	124.7	11
Dufort .....	128.3	20
Kings .....	138.7	5
North Pole .....	151.1	5
Newman Lake .....	170.8	25
Trentwood .....	177.8	21

### 13. Cross-overs—

Yardley.

### 14. Lap Sidings—

Plains.  
Weeksville.  
Thompson Falls.  
Noxon.  
Granite.  
Athol.  
Hauser.  
Otis Orchards.

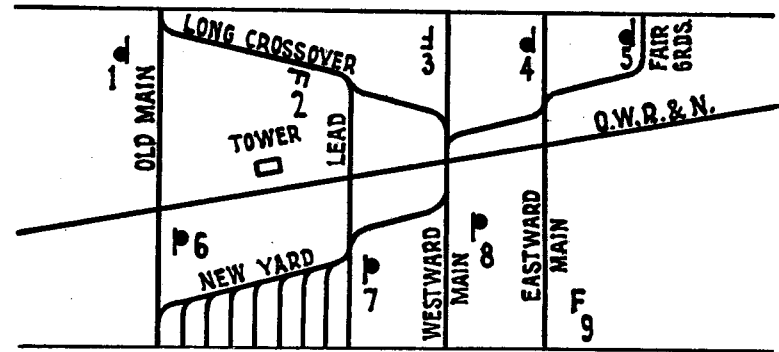
### 15. Reverse Lap Sidings—

Trout Creek.  
Heron.  
Clarks Fork.  
Hope.  
Sand Point.

# SECOND SUBDIVISION.

(MAIN LINE)

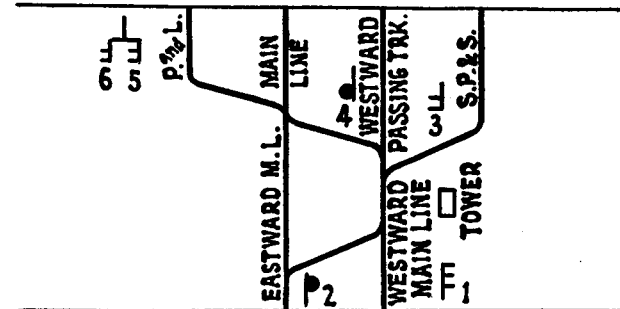
## 1. SPOKANE—Interlocking O. W. R. & N.—



### Engine Whistle Signals for:

- Signal No. 1: Old main track one long one short — o.  
Signal No. 2: Main track four short 0000.  
Signal No. 3: Main track four short 0000.  
Signal No. 4: Westward main track four short 0000.  
Signal No. 5: Westward main track four short 0000.  
Signal No. 6: Old main track one long one short — o.  
Signal No. 7: Eastward main track two long two short — — oo.  
Signal No. 8: Eastward main track two long two short — — oo.  
Signal No. 9: Main track four short 0000.

## 2. Marshall Interlocking—



- Signal No. 1: Top arm main track.  
Signal No. 3: Top arm eastward main track from single track.  
Signal No. 5: Top arm eastward main track from single track.  
Signal No. 6: Top arm eastward main track from P. & L.  
Signals Nos. 2 and 4 dwarf semaphores.  
Bottom arm all masts is restricted speed signal. When at caution proceed at restricted speed prepared to stop, block may or may not be occupied.

### Engine Whistle Signal for:

- Signal No. 1: Main track west (single track) four long one short — — — — o.  
Signal No. 2: P. & L. Branch one long two short one long — oo — .  
Signal No. 3: S. P. & S. main track one long one short one long — o — .  
Signal No. 4: Westward siding one long one short one long one short — o — o.  
Signals Nos. 3, 4, 5, 6: Eastward main track four short 0000.

3. **At Marshall**—Time of first class trains applies at end of double track.

4. **At Cheney**—Train order signal does not govern trains on eighth subdivision.

5. **Yard Limits**—  
Tracks between yard limit signs east of Yardley and west of Spokane will be operated as one yard.

6. **Double Track**—  
Between Yardley and Marshall any train may run ahead of superior trains without orders. At Marshall trains will not require clearance card for double track movement if interlocking signals indicate proceed. Operator must obtain authority from dispatcher before displaying proceed indication. If second-class and inferior trains are delayed so that passenger trains will be delayed, conductor must report for instructions.

7. **Pusher District**—  
Between east yard limit board Spokane and west yard limit Cheney; On S. P. & S. Ry. from junction switch Marshall to west switch Mock.  
Cunningham to Providence and Sprague to Tyler.  
Pusher engine must not push on cabooses not equipped with steel sills.  
Pusher engine must not be coupled to rear of descending train at Cheney, Marshall or Spokane.  
Unless otherwise instructed pusher engine will be placed on head end of train; except when pusher is backing up it must be placed five to ten cars back of road engine.

8. **Bridge and Engine Restrictions**—  
Bridges between Hatton and Emery: 101-2, 101-3, 101-4, 102, 102-1, 102-2, 102-3, and 103, and bridges between Mesa and Eltopia: 123 and 124. Engines class A twenty (20) miles per hour.  
At Connell, engines using wye must enter east leg.  
At Sprague, engines using wye must enter west leg.

9. **Speed Restrictions**—  
Between Yardley and west yard limit Spokane, passenger trains, twenty-five (25) miles per hour; freight trains, light engines and switch engines, fifteen (15) miles per hour.  
At Spokane approach east and west crossovers to passenger yard at restricted speed.  
At O. W. R. & N. interlocking Spokane fifteen (15) miles per hour.  
At Marshall twenty-five (25) miles per hour through long crossover.  
Cunningham to Connell forty (40) miles per hour.  
Providence to Lind, forty (40) miles per hour.  
Over street crossings within corporate limits:  
Cheney ..... Fifteen (15) miles per hour.  
Sprague ..... Twenty (20) miles per hour.  
Ritzville ..... Twenty (20) miles per hour.  
Lind ..... Twenty (20) miles per hour.  
Hatton ..... Thirty (30) miles per hour.  
Connell ..... Twenty (20) miles per hour.  
Pasco ..... Ten (10) miles per hour.  
Pasco passenger yard at restricted speed.

10. **Register Stations**—  
Yardley and Pasco Yard for second class and inferior trains, except passenger extras.  
Spokane and Pasco Passenger Station for first class trains and passenger extras.

11. **Register Exceptions**—  
At Yardley. Trains cleared at Spokane will not register.  
At Spokane. Trains cleared at Yardley will not register.

12. **Clearance Exceptions**—  
At Yardley. Trains cleared at Spokane will not require clearance.  
At Spokane. Trains cleared at Yardley will not require clearance.

13. **Commercial Spurs**—

	Miles from Yardley	Car Capacity
Day Rock .....	46.4	10

14. **Cross Overs**—  
Yardley.  
Spokane.

O. W. R. & N. Crossing.  
Erie Street.  
Sheridan Street.  
Division Street.  
Washington Street.  
Madison Street.  
Maple Street.  
Sixth Avenue.

Hangman.

15. **Lap Sidings**—  
Paha.  
Connell.  
Eltopia.  
Glade.

16. **Reversed Lap Sidings**—  
Sprague.  
Lind.  
Providence.

### THIRD SUBDIVISION. (MAIN LINE)

1. **Card Train Order Form "AB"** will govern the movement of trains between Pasco and Kennewick. Trains must not move in this territory unless conductor and engineman each hold a card properly filled out.

At Kennewick the normal position of eastward train order signal is "stop" and must not be cleared except for delivery of card without restrictions. If an eastward train is to meet an opposing train at Kennewick or at S. P. & S. Junction, it must be brought to a stop before card is delivered.

2. **Columbia River Draw Bridge Interlocking**—  
Automatic block signal, 13 at east end of Columbia River bridge, governing westward trains and automatic block signal, 26 at the east end of siding at Kennewick, governing eastward trains, are also approach signals to draw span. Signal 18 at S. P. & S. Junction, and signal 20 on the S. P. & S. line at junction, are eastward Interlocking Home Signals, and disc signal 15 on bridge, one thousand feet east of draw span, is westward Interlocking Home Signal of draw span.

3. **S. P. & S. Junction**—  
Spring switch trailing eastward. Normal position is for Northern Pacific track.  
Instructions for releasing signals 18 or 20, when indicating Stop, are in release box at base of signals.

4. **At Toppenish**—When passenger trains meet, inferior train will take siding on Hi-Line Pocket, unless otherwise instructed.

5. **At Yakima**—  
Time of first class trains and passenger extras applies at passenger station.  
When passenger trains meet, inferior train will take siding on Hi-Line Pocket, unless otherwise instructed.

6. **Pusher Districts**—  
Pasco and Badger.

7. **Bridge and Engine Restrictions**—  
Draw Span Bridge 1 (Columbia River) twenty (20) miles per hour.  
At Mabton, engines classes W-3 and W-5 not permitted on Mill track.  
At Wapato, engines must not go beyond heel of switch point on the Shell Oil Co. spur.  
Engines class A twenty (20) miles per hour over bridge 85 between Parker and Union Gap.  
Engines class W or heavier not permitted on Sugar Spur at Toppenish.

8. **Speed Restrictions**—  
Approach Yakima passenger station at restricted speed.  
Pasco passenger yard at restricted speed.  
Over street crossings within corporate limits.

Yakima ..... Ten (10) miles per hour.  
Wapato ..... Twenty (20) miles per hour.  
Toppenish ..... Twenty (20) miles per hour.  
Prosser ..... Twenty (20) miles per hour.  
Kennewick ..... Twenty (20) miles per hour.

At Gibbon, passing station and coal dock, twenty (20) miles per hour.

9. **Register Stations—**  
 Pasco Yard for second class and inferior trains, except passenger extras.  
 Pasco Passenger Station for first class trains and passenger extras.  
 Yakima.  
 Gibbon for Nos. 333 and 334.  
 Parker for Nos. 333 and 334.  
 Toppenish for trains originating and terminating.

10. **Register Exceptions—**  
 At Gibbon and Parker Nos. 333 and 334 register by ticket, Form 608, inferior trains will, when required, be furnished register check, Form 602, by operator.

11. **Derail Switches—**  
 Wesley Junction ..... Simcoe Branch Main Track.

12. **Commercial Spurs—**
- |                | Miles from Pasco | Capacity |
|----------------|------------------|----------|
| Phillips ..... | 49.5             | 12       |

13. **Lap Sidings—**  
 Badger.  
 Kiona.  
 Prosser.  
 Mabton.  
 Satus.  
 Wapato.

14. **Reversed Lap Sidings—**  
 Gibbon.  
 Toppenish.

### FOURTH SUBDIVISION. (SUNNYSIDE LINE)

- At Granger—**  
 Restricted overhead and side clearance at run-way on brick yard spur.
- Zillah Yard—**  
 Used jointly by O. W. R. & N. and N. P. Rys., Northern Pacific Transportation Rules govern.
- At O. W. R. & N. Crossing—**  
 Gauntlet over Yakima River bridge—used jointly by the N. P. and O. W. R. & N.—is governed by automatic signals and trains must move through at restricted speed.  
 Normal position of signal governing westward movement is "stop" but when switches are lined for N. P. track should indicate "clear," when signal does not clear immediately, movement through gauntlet may be made under protection of flag. The normal position of signal governing eastward movement is "clear" but regardless of indication trains must stop before entering the gauntlet.  
 There are two switches to be thrown by N. P. trains at the east end of bridge, normal position of switches is for O. W. R. & N.
- Bridge and Engine Restrictions—**  
 Brick yard spur at Granger, five (5) miles per hour.  
 Bridge 34 between Gibbon and Whitstran, engines class W-3 and heavier, ten (10) miles per hour.
- Speed Restrictions—**  
 Forty (40) miles per hour, except Class W-3 and heavier engines, thirty (30) miles per hour.  
 Over street crossings within corporate limits as follows:  
 Sunnyside ..... Twenty (20) miles per hour.  
 Granger ..... Twenty (20) miles per hour.  
 Zillah ..... Twenty (20) miles per hour.
- Register Stations—**  
 Gibbon, Parker.
- Register Exceptions—**  
 At Parker, Nos. 333 and 334 register by ticket, Form 608.  
 At Gibbon, westward trains will register by ticket, Form 608, and will be furnished a register check on Form 602 or by train order.

### 8. Commercial Spurs—

	Miles from Pasco	Car Capacity
Whitstran .....	36.5	18
Dober .....	37.0	11
De Force .....	37.4	5
Elco .....	37.9	3
Wilcox .....	41.5	4
Apricot .....	43.6	19
Sugar Plant No. 2 ...	52.6	31
Nass .....	60.5	28
Sinto .....	61.3	3
Dalton .....	65.2	6
Boone .....	65.6	9
Gilliland .....	66.6	12
Chenauer .....	67.3	5
Keck .....	68.7	6
Cutler .....	69.2	13
Festa .....	70.2	3
Flint .....	72.8	40
Mellis .....	77.9	16

### FIFTH SUBDIVISION. (FORT SHERMAN BRANCH)

- Bridge and Engine Restrictions—**  
 Bridge No. 1, Blackwell Mill Spur:  
 Engines classes S-2, S-3, S-4 and Q, eight (8) miles per hour.  
 Double header engines, class F-1, eight (8) miles per hour.  
 Engines, classes T, Q-1 and heavier not permitted.
- Speed Restrictions—**  
 Passenger trains thirty (30) miles per hour.  
 Freight trains twenty (20) miles per hour.  
 At Post Falls Mill, engines using Mill Spur must stop and flag over S. C. & P. and C. M. St. P. & P. crossings.  
 Normal position of gate at S. C. & P. crossing is locked against Northern Pacific trains.
- Register Stations—**Hauser.
- Commercial Spurs—**

	Miles from Hauser	Car Capacity
Panhandle .....	3.5	14
Atlas .....	9.7	30
Gibbs and Blackwell Spur .....	10.5	15

### SIXTH SUBDIVISION. (PALOUSE AND LEWISTON BRANCH)

- At Pullman and Rosalia—**The time of first class trains applies at Telegraph office.
- Yard Limits—**  
 Tracks between yard limit signs east of Pullman and west of Pullman Jct. will be operated as one yard.
- Mountain Grade—**Between Kendrick and Howell.  
 Passenger trains must not exceed any one mile in two (2) minutes, freight trains any one mile in three (3) minutes, descending mountain grade.  
 The normal position of the train order signal at Troy is "Stop" for westward trains when operator is on duty and will not be changed to indicate proceed except for westward trains to pass when block is clear and there are no orders. The operators at Troy and Kendrick will each keep a record of when westward trains pass Troy and Kendrick. The operator at Kendrick will not report westward trains clear at that station until they are into clear on the siding or the rear of the train has passed telegraph office 300 feet. If communication fails operator at Troy may issue clearance card endorsed "means of communication have failed, proceed when preceding train has been gone 30 minutes." When no operator on duty westward trains will register and will follow preceding train not less than thirty (30) minutes.
- At Farmington—**Normal position of gate at O. W. R. & N. Crossing is locked against N. P. trains when not in use.
- Pusher District—**  
 Between east switch Palouse and west switch Kendrick.

6. **Bridge and Engine Restrictions—**  
Engines classes W-1 and heavier not permitted.  
Bridges 105 and 107.1, Bear Creek, Engines class W, eight (8) miles per hour.
7. **Speed Restrictions—**  
Passenger trains forty-five (45) miles per hour, except, when engines heavier than class Q-4 are used, or freight equipment handled, forty (40) miles per hour. Freight trains forty (40) miles per hour:  
At Garfield ten (10) miles per hour over street crossings.  
At Palouse eight (8) miles per hour over road crossing west of west switch.  
At Spangle ten (10) miles per hour over Third Street.  
At Pullman five (5) miles per hour over Kamiaken Street.  
At Moscow ten (10) miles per hour over South Main Street 1000 feet west of Station.  
Between Belmont and Farmington all trains fifteen (15) miles per hour, except class W engines eight (8) miles per hour around curves between Belmont and Hayfield.
8. **Register Stations—**  
Marshall.  
Pullman.  
Moscow for trains 873 and 872.  
Troy for westward trains when no operator on duty, see Rule 3.  
Arrow.

9. **Register Exceptions—**  
At Marshall Tower, all trains may register by Ticket form 608. and will be furnished check of register on form 602 by operator.
10. **Commercial Spurs—**

	Miles from Marshall	Car Capacity
Cospur .....	12.8	7
Freedom .....	15.5	5
Flaig Spur .....	34.9	7
Duckworth .....	40.3	7
Titus .....	66.6	6
Pullman Spur .....	73.5	10
Troy Brick Yard .....	99.1	9

### SEVENTH SUBDIVISION. (GENESEE BRANCH)

1. **Speed Restrictions—**  
Twenty (20) miles per hour.
2. **Register Stations—**  
Genesee.
3. **Commercial Spurs—**
- |             | Miles from<br>Pullman Jct. | Car<br>Capacity |
|-------------|----------------------------|-----------------|
| Busby ..... | 1.8                        | 13              |

### EIGHTH SUBDIVISION. (WASHINGTON CENTRAL BRANCH)

1. **At Odair and Bassett Jct.—**  
Normal position of switches is for Connell Line.
2. **At Adrian—**  
Normal position of switch of Northern Pacific connection at east end of the Great northern siding is for the siding.
3. **Sand Blows—**  
Look for drifts where sand fences are located and for falling rocks between Connell and Shano and between Adco and Odair.
4. **Bridge and Engine Restrictions—**  
Bridge 59 over Great Northern track near Adrian ten (10) miles per hour; engines heavier than class T not permitted.
5. **Speed Restrictions—**Motor car forty (40) miles per hour. Steam passenger trains thirty-five (35) miles per hour. Freight trains thirty (30) miles per hour; except between mile posts 64 and 65½ east and west of Creston, mile posts 75 and 82 between Wilbur and Govan, mile posts 87 and 108 between Almira and Coulee, freight trains twenty-five (25) miles per hour and class "W" engines twenty (20) miles per hour. Whenever engines heavier than class Q-4 are used or freight equipment handled on passenger trains, speed restrictions for freight trains will govern.

Between Davenport and Eleanor, fifteen (15) miles per hour.  
Between Odair and Connell twenty (20) miles per hour.  
Between Forrey and Bacon fifteen (15) miles per hour.

6. **Register Stations—**  
Cheney. Connell. Coulee.
7. **Register Exceptions—**At Cheney. Trains Nos. 315 and 316 will register by ticket form 608.
8. **Derail Switches—**  
Eleanor.....Ninety feet east of east switch.
9. **Commercial Spurs—**
- |                                | Miles from<br>Cheney | Car<br>Capacity |
|--------------------------------|----------------------|-----------------|
| Calol .....                    | 40.6                 | 8               |
| Fry .....                      | 50.2                 | 4               |
| Ditmar .....                   | 54.3                 | 5               |
| Chick .....                    | 57.4                 | 6               |
| Forrey .....                   | 119.5                | 8               |
| Schaefer (Schrag Branch) ..... | 161.3                | 8               |
| Mitchell .....                 | 143.7                | 11              |
| Atwood .....                   | 149.7                | 8               |
| Simensen .....                 | 165.7                | 12              |
| Koren .....                    | 172.7                | 8               |
| Frischnecht .....              | 178.7                | 9               |
| Schlomer .....                 | 180.7                | 13              |

### NINTH SUBDIVISION. (WALLA WALLA BRANCH)

1. **At Pasco—**  
Westward trains must have Northern Pacific clearance in addition to S. P. & S. clearance card, Form 1226.  
SPRING SWITCH—At connection with the S. P. & S. main track at east leg of wye, trailing from freight yard. Normal position for S. P. & S. light signal at switch stand governs and when red, or light is out, trains must stop and examine switch points.
2. **At Ainsworth Jct.—**  
Upper arms of train order signal govern to and from S. P. & S. line; lower arms govern to and from Walla Walla branch. Trains enroute to Walla Walla branch will call for switch with one short and one long blast of whistle. Trains from the Walla Walla branch must make junction stop. Trains in both directions will call for train order signal with four short blasts of whistle and be governed by S. P. & S. Rule 221-B.
3. **At Attalia—**  
If Home signal does not indicate proceed, hand release may be operated according to instructions inside release box at the crossing.  
At State Sand Pit, one and one-half miles west, an overhead platform, five car lengths from end of spur, spans the track and will not clear cars of greater height than coal cars.
4. **At Huntsville—**  
O.-W. R. & N. and Northern Pacific tracks used jointly for switching purposes; except, Northern Pacific crews will use O.-W. R. & N. siding only, and to the first switch east of the Corbett Warehouse. If necessary to use O.-W. R. & N. main track, it must be done under protection of flag in both directions as per Rule 99.
5. **Sand Blows—**  
Look for drifts where sand fences are located.
6. **Bridge and Engine Restrictions—**  
Bridge 3, Snake River, Engines classes S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour. Engines heavier than Class Q-1, not permitted.  
Double header engines, class S-2 and heavier, not permitted.
7. **Speed Restrictions—**  
Between Pasco and Walla Walla.  
Motor car forty-five (45) miles per hour.  
Steam passenger trains forty (40) miles per hour.  
Freight trains thirty-five (35) miles per hour.  
Between Walla Walla and Dayton.  
Passenger trains thirty-five (35) miles per hour and freight trains thirty (30) miles per hour.

Between Mill Creek Jct. and Tracy twenty (20) miles per hour. Trains handling pile driver or locomotive crane twenty (20) miles per hour between Attalia and Walla Walla. Fifteen (15) miles per hour between Walla Walla and Dayton. Walla Walla, thru city limits, six (6) miles per hour. Trains and yard engines stop and flag over Main Street and the first street west, approach other crossings at restricted speed. Dayton City limits, six (6) miles per hour. Sharp curves and bridges between M. P. 75 and 84, between Dixie and Coppei, twenty (20) miles per hour. Pasco passenger yard at restricted speed.

**8. Register Stations—**

Pasco, Attalia, Eureka, Walla Walla and Dayton.

**9. Derail Switches—**

Tracy ..... On Main Track.  
Kibbler ..... On Main Track.

**10. Commercial Spurs—**

	Miles from Pasco	Car Capacity
Casey .....	10.3	3
Hatch .....	31.0	16
Shaw .....	41.5	2
Taggard .....	89.3	4
Varna .....	92.0	2
Dumas .....	93.3	5

**TENTH SUBDIVISION.**

(EUREKA BRANCH)

1. **Speed Restrictions—**Twenty (20) miles per hour.

2. **Register Stations—**Eureka.

**3. Commercial Spurs—**

	Miles from Eureka	Capacity
Harvey .....	10.0	7
Tomkins .....	16.5	9

**ELEVENTH SUBDIVISION.**

(PENDLETON BRANCH)

**1. At Hunt—**

Normal position of switch is for Eleventh Subdivision.

**2. At Wallula—**

Tracks of O.-W. R. & N. and Northern Pacific used jointly between west switch of Hunt siding and Wallula passenger station. Trains will be governed by O.-W. R. & N. transportation Rule 93, reading: "Within yard limits the main track may be used protecting against first-class trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear."

**3. Yard Limit—**

Tracks between yard limit signs east of Attalia and west of Wallula will be operated as one yard.

**4. Train Inspection—**

Eastward freight trains must stop at Ring to cool wheels and inspect train.

**5. Sand Blows—**

Look for drifts between mile posts 2 and 3 between Hunt and Ring.

**6. Mountain Grade—**

Hunt to Helix and Smeltz to Duroc.

**7. Speed Restrictions—**

Between Attalia and Pendleton, motor cars forty-five (45); passenger trains (steam) thirty-five (35); freight trains thirty (30) miles per hour; except, on descending mountain grade between Apex and mile post 7, motor cars and passenger trains any one (1) mile in two (2) minutes, and freight trains any one (1) mile in three (3) minutes.

Between Smeltz and Athena, twenty-five (25) miles per hour; except, on descending mountain grade between Duroc and Smeltz, passenger trains any one (1) mile in two (2) minutes, and freight trains any one (1) mile in three (3) minutes.

State Highway Crossing, near mile post 5, eight (8) miles per hour.

Pendleton, corporate limits, six (6) miles per hour.

Trains handling pile driver or locomotive crane twenty (20) miles per hour.

**8. Register Stations—**

Attalia, Smeltz, Pendleton.

Wallula, for eastward trains from Eleventh Subdivision.

**9. Clearance Exceptions—**

Smeltz—No. 905 will not require clearance.

**10. Derail Switches—**

Smeltz ..... Main Track, Athena Line.

**TWELFTH SUBDIVISION.**

(SNAKE RIVER BRANCH)

1. **At Riparia,** normal position crossing gates is for O.-W. R. & N. trains.

**2. Speed Restrictions—**

Twenty-five (25) miles per hour.

Trains handling pile driver or locomotive crane twenty (20) miles per hour.

Tunnel No. 1, seven miles east of Windust, fifteen (15) miles per hour.

Eight (8) miles per hour turning engines on Wye at Riparia.

Look out for falling rocks east of M. P. 14 and between mile posts 38 and 39 and near the West Switch at Perry.

**3. Register Stations—**

Riparia.

**THIRTEENTH SUBDIVISION.**

(SIMCOE BRANCH)

**1. Speed Restrictions—**

Twenty-five (25) miles per hour.

Trains handling pile driver or locomotive crane twenty (20) miles per hour.

**2. Derail Switches—**

Wesley Junction ..... Main Track.

**3. Commercial Spurs—**

	Miles from Wesley Jct.	Capacity
Pluto .....	3.0	6
Utahco .....	3.3	17
Holt .....	3.9	5
Venner .....	7.4	5
Rupple .....	13.6	20

**ALL SUBDIVISIONS.**

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.

**2. SPEED RESTRICTIONS—**

Passenger trains, one mile per minute.

All trains thirty (30) miles per hour over interlocked crossings. Fifteen (15) miles per hour through crossovers, turnouts, gauntlets and passing telegraph offices where orders are received.

Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour, W, W-1, W-2, W-3, W-4 and W-5, fifty (50) miles per hour.

Switch engines moving between stations under steam fifteen (15) miles per hour.

Trains handling steam wrecking derrick, pile driver or locomotive crane thirty (30) miles per hour.

3. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.

4. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.

5. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.

6. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employes, fully competent and equipped to do so.
7. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
8. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives.  
On double track, trains handling logs will not be permitted to meet passenger trains between stations. Conductors will notify Dispatcher when there are logs in their trains and secure train order that passenger trains will be held at next station until they have arrived.  
On single track, trains handling logs, when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.
9. Before occupied outfit cars are switched or handled, air brakes must be cut in.
10. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**  
When a train dispatcher desires to advance a train from a station where by rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engine-man may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders addressed to his train.  
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
11. On all branch line sidings trains may expect to find cars at any time.
12. **SPRING SWITCHES—**  
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour.  
Trailing movements on the track for which the switch is normally lined may be made at normal speed.  
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand. Flying switches over or through spring switches are prohibited. When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.  
Sand must not be used over points of spring switches.
13. Derail switches will be set in derail position when not in use.
14. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of the insulated joints before stopping to pick up the man attending the switch.
15. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen after outgoing engine crew takes charge, a running brake test must be made as soon as train is moving at moderate speed.  
When running test is made trainmen should be on car steps to see that brakes apply properly and then give proceed signal to enginemen.
16. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch.
17. **Bulletin Stations—**  
Paradise.  
Yardley Yard Office—Roundhouse.  
Spokane.  
Lewiston Yard Office—Roundhouse—Passenger Station.  
Cheney.  
Pasco Yard Office—Roundhouse—Passenger Station.  
Yakima Yard Office—Roundhouse—Passenger Station.  
Walla Walla.
18. **Standard Time Clocks—**  
Paradise.  
Yardley.  
Spokane.  
Lewiston.  
Pasco Yard Office—Roundhouse—Passenger Station.  
Yakima Yard Office—Passenger Station.
19. **Watch Inspectors—**  
Plains ..... F. C. Day.  
Spokane ..... T. J. Morris.  
Pullman ..... W. F. Taylor.  
Lewiston ..... M. F. Akers.  
Cheney ..... F. E. Selmer.  
Ritzville ..... A. L. Wiffin.  
Pasco ..... H. W. Hull and D. Burt Bryan.  
Walla Walla ..... Glymme and Cundiff.  
Toppenish ..... J. J. Zimmerman.  
Yakima ..... Noble Jewelry Co.

**NOTE**

Effective with Time Table No. 66, Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of trains meeting, passing, or being passed will not be shown.

**SPEED TABLE**

Time Per mile			Miles Per Hour	Time Per mile			Miles Per Hour
Minutes	Seconds			Minutes	Seconds		
1	..		60	2	..		30
1	1		59	2	10		27.6
1	2		58	2	15		26.6
1	3		57.1	2	20		25.7
1	4		56.2	2	30		24
1	5		55.3	2	40		22.5
1	6		54.5	2	45		21.8
1	7		53.7	2	50		21.2
1	8		52.9	3	..		20
1	9		52.1	3	9		19
1	10		51.4	3	20		18
1	12		50	3	31		17
1	15		48	3	45		16
1	20		45	4	..		15
1	25		42.3	5	..		12
1	30		40	6	..		10
1	40		36	7	30		8
1	45		34.3	10	..		6
1	50		32.7				

**TONNAGE RATINGS—FREIGHT ENGINES.**

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE								E-2 E-3 D-2 D-3
			W-5	W-3	W W-1	S-4	Q-1	Q-4 S-1 S-2 S-3	S T	E-1	
First Westward	Paradise to Athol.....	0.5	4000	3300	2400	1800	1500	1700	1400		
	Athol to Yardley.....	Down									
	Yardley to Athol.....	0.4	4500	3800	3000	2100	1700	1900	1800		
First Eastward	Athol to Kootenai Yard.....	0.3	4500	4000	3300	2150	1725	1950	1850		
	Kootenai Yard to Trout Creek.....	0.4	4500	3800	2900	2000	1625	1850	1750		
	Trout Creek to Paradise.....	0.3	4500	4000	3300	2150	1725	1950	1850		
	Yardley to Marshall.....	1.1	1850	1850	1200	900	760	860	825		
Second Westward	Marshall to Cheney.....	1.0	2000	2000	1350	975	825	935	895		
	Cheney to Lind.....	Down									
	Lind to Providence.....	0.6	2800	2800	1800	1250					
	Providence to Pasco.....	Down									
Second Eastward	Pasco to Cunningham.....	0.7	2600	2600	1800	1250					
	Cunningham to Providence.....	1.0	2000	2000	1400	900					
	Providence to W helper.....	Down	3400	3400	2800	2300					
	Providence to Lind.....	Down									
	Lind to Ritzville.....	0.7	2600	2600	1800	1250					
	Ritzville to Sprague.....	0.4	3400	3400	2400	1900					
	Sprague to Fishtrap.....	1.0	2000	2000	1400	900					
	Sprague to Fishtrap with W helper.....	Down	3400	3400	2800	2300					
Third Westward	Fishtrap to Cheney.....	1.0	3500	3500	2750	2200	1015	1150	1100		
	Cheney to Yardley.....	1.0	2200	2200	1800	1200	1015	1150	1100		
	Pasco to Kennewick.....	Down									
	Kennewick to Badger.....	0.8	2450	2450	1700	1150					
Third Eastward	Badger to Prosser.....	0.7	3125	3125	2100	1550					
	Prosser to Toppenish.....	0.6	3200	3200	2400	1850					
	Toppenish to Yakima.....	0.6	3200	3200	2300	1750					
	Yakima to Kiona.....	Down									
Via S. P. & S. Eastward	Kiona to Badger.....	0.5	3600	3600	2800	1600					
	Badger to Pasco.....	Down									
	Pasco to Marshall Jct.....	0.4	4500	3800							
	Coeur d'Alene to Blackwell.....	1.9				534	465	526	490	295	250
	Blackwell to Post Falls.....	0.8				1100	925	1050	1000	900	875
	Post Falls to Hauser.....	0.7				1200	1015	1150	1100	1000	900
Fifth Eastward	Hauser to Coeur d'Alene.....	1.5				677	585	666	621	375	330
	Marshall to Pullman.....	1.4			1035	695	585	665	645	385	340
	Pullman to Howell.....	1.7			825	620	525	585	565	360	320
	Howell to Kendrick.....	Down									
	Kendrick to Lewiston.....	Down									
	Belmont to Farmington.....	1.5				677	585	666	621	375	330
Sixth Eastward	Lewiston to Arrow.....	0.5			2400	1800	1500	1700	1400	1200	1100
	Arrow to Kendrick.....	0.8			1600	1100	925	1050	1000	900	875
	Kendrick to Troy.....	2.4			550	385	320	360	355	195	170
	Troy to Howell.....	2.2			637	415	360	395	390	225	200
	Howell to Pullman.....	1.5			981	677	585	666	621	375	330
	Pullman to Belmont.....	1.1			1200	900	760	860	825	495	420
	Belmont to Oakesdale.....	0.5			2400	1800	1500	1700	1400	1200	1100
Oakesdale to Spangle.....	1.0			1350	975	825	935	895	540	480	
Sixth Westward	Spangle to Marshall.....	0.6			2050	1600	1325	1500	1300	1100	1000
	Farmington to Belmont.....	1.3			774	670	761	710	430	350	



**TONNAGE RATINGS—FREIGHT ENGINES—Continued.**

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE						
			W W-1	S-4	Q-1	Q-4 S-1 S-2 S-3	S T	E-1	E-2 E-3 D-2 D-3
<b>Seventh Westward</b>	Pullman Jct. to Johnson.....	0.8	.....	1100	925	1050	1000	900	875
	Johnson to Colton.....	1.3	.....	774	670	761	710	430	350
	Colton to Genesee.....	0.5	.....	1800	1500	1700	1400	1200	1100
	Genesee to Colton.....	0.5	.....	1800	1500	1700	1400	1200	1100
<b>Seventh Eastward</b>	Colton to Johnson.....	1.1	.....	900	760	860	825	495	420
	Johnson to Pullman Jct.....	.....	.....	.....	.....	.....	.....	.....	.....
	Cheney to Medical Lake.....	1.1	1200	900	760	860	825	495	420
	Medical Lake to Creston.....	1.2	1150	805	680	770	740	475	390
<b>Eighth Westward</b>	Creston to Almira.....	0.7	1800	1200	1015	1150	1100	1000	900
	Almira to Hanson.....	1.3	1100	774	670	761	710	430	350
	Hanson to Odair or Coulee.....	Down	.....	.....	.....	.....	.....	.....	.....
	Davenport to Eleanor.....	1.0	.....	975	825	935	895	540	480
	Odair to Connell.....	0.6	1850	1350	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....

<b>Eighth Eastward</b>	Coulee to Hartline.....	1.0	1350	975	825	935	895	540	480
	Hartline to Creston.....	1.2	1150	805	680	770	740	475	390
	Creston to Medical Lake.....	1.0	1350	975	825	935	895	540	480
	Medical Lake to Cheney.....	0.9	1450	1145	970	1100	1000	650	500
	Eleanor to Davenport.....	1.0	.....	975	825	935	895	540	480
	Connell to Odair.....	1.0	1400	950	.....	.....	.....	.....	.....
<b>Ninth Westward</b>	Pasco to Attalia.....	0.4	.....	2000	.....	.....	.....	.....	.....
	Attalia to Walla Walla.....	1.6	.....	750	.....	.....	.....	.....	.....
	Walla Walla to Dayton.....	1.6	.....	500	.....	.....	.....	.....	.....
	Walla Walla to Tracy.....	1.9	.....	525	.....	.....	.....	.....	.....
	Dayton to Walla Walla.....	1.6	.....	550	.....	.....	.....	.....	.....
	Walla Walla to Eureka.....	1.2	.....	1000	.....	.....	.....	.....	.....
<b>Ninth Eastward</b>	Eureka to Pasco.....	Down	.....	.....	.....	.....	.....	.....	.....
	Tracy to Walla Walla.....	Down	.....	.....	.....	.....	.....	.....	.....
	Hunt to Apex.....	2.2	.....	350	.....	.....	.....	.....	.....
	Apex to Pendleton.....	1.2	.....	850	.....	.....	.....	.....	.....
	Smeltz to Athena.....	2.2	.....	350	.....	.....	.....	.....	.....
	Pendleton to Apex.....	1.7	.....	550	.....	.....	.....	.....	.....
<b>Eleventh Westward</b>	Apex to Hunt.....	Down	.....	.....	.....	.....	.....	.....	.....
	Athena to Smeltz.....	1.5	.....	550	.....	.....	.....	.....	.....
	Eureka to Pleasant View.....	1.2	.....	1000	.....	.....	.....	.....	.....
<b>Eleventh Eastward</b>	Pleasant View to Eureka.....	0.5	.....	1500	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Tenth Westward</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Tenth Eastward</b>	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....

**SPECIAL INSTRUCTIONS.**

**CLEARANCE TABLE.**

SUBDIVISION.	HEIGHT ABOVE TOP OF RAIL											Governing Structure
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	Max. Height	Max. Width	
1st Subdivision...	20'0"	19'11"	19'8"	19'6"	19'3"	19'0"	18'10"	18'8"	18'7"	20'0"	11'6"	Cabinet Tunnel.
1st Subdivision...	17'7"	17'6"	17'5"	17'4"	17'2"	16'11"	16'8"	16'7"	16'7"	17'7"	11'6"	Granite Tunnel.
2nd Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Over Crossing Marshall.
3rd Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'2"	21'0"	20'11"	21'3"	11'6"	Bridge No. 119, 3rd Crs'ng, Yakima.
4th Subdivision...	21'4"	21'4"	21'4"	21'4"	20'11"	20'5"	19'11"	19'8"	19'4"	21'4"	11'6"	O. W. R. & N. Bridge, Yakima River.
5th Subdivision...	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	11'6"	Wire Crossing.
6th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Over Crossing at M. P. 23.
7th Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Wire Crossing.
8th Subdivision...	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	11'6"	G. N. Over Crossing.
9th Subdivision...	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Bridge No. 3, Snake River.
10th Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Wire Crossing.
11th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	21'2"	21'1"	20'11"	21'3"	11'6"	Bridge No. 34.
12th Subdivision...	21'10"	21'9"	21'6"	21'2"	20'10"	20'7"	20'3"	20'1"	19'11"	21'10"	11'6"	Wire Crossing.
13th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.

**Note**—The above Table is based on open-car lading equally divided on either side of center line of car.

**CLEARANCE TABLE—Continued.**

SUBDIVISION.	HEIGHT ABOVE TOP OF RAIL											Governing Structure
	8ft. 6in. Wide	9 ft. Wide	9ft. 6in. Wide	10 ft. Wide	10ft. 2in. Wide	10ft. 6in. Wide	11 ft. Wide	11ft. 6in. Wide	Max. Height	Max. Width		
1st Subdivision...	18'6"	18'2"	17'11"	17'7"	17'6"	17'3"	16'11"	16'7"	20'0"	11'6"	Cabinet Tunnel.	
1st Subdivision...	16'6"	16'3"	15'11"	15'7"	15'6"	15'3"	14'8"	14'1"	17'7"	11'6"	Granite Tunnel.	
2nd Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Over Crossing Marshall.
3rd Subdivision...	20'9"	20'8"	20'6"	20'5"	20'4"	20'3"	20'2"	20'0"	21'3"	21'3"	11'6"	Bridge No. 119, 3rd Crs'ng, Yakima.
4th Subdivision...	19'2"	18'10"	18'7"	18'4"	18'3"	18'2"	17'10"	17'7"	21'4"	21'4"	11'6"	O. W. R. & N. Bridge, Yakima River.
5th Subdivision...	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	11'6"	Wire Crossing.
6th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Over Crossing at M. P. 23.
7th Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Wire Crossing.
8th Subdivision...	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	11'6"	G. N. Over Crossing.
9th Subdivision...	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Bridge No. 3, Snake River.
10th Subdivision...	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Wire Crossing.
11th Subdivision...	20'10"	20'9"	20'7"	20'6"	20'5"	20'4"	20'3"	20'1"	21'3"	21'3"	11'6"	Bridge No. 34.
12th Subdivision...	19'9"	19'8"	19'6"	19'0"	18'10"	18'2"	17'7"	16'11"	22'0"	21'10"	11'6"	Wire Crossing.
13th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.

**Note**—The above Table is based on open-car lading equally divided on either side of center line of car.

**D. S. COLBY, Assistant Superintendent.**  
**B. W. WALKER, Trainmaster.**

**E. J. MORAN, Trainmaster.**  
**D. E. NICHOLS, Trainmaster.**

**C. P. HUNT, Trainmaster.**  
**T. SUMMERS, Chief Dispatcher.**