

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 3

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

Sunday, July 31, 1938

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

**W. C. SLOAN,
General Manager.
FRED BRASTRUP,
Superintendent.**

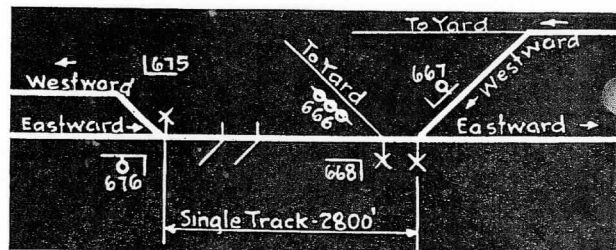
**T. F. LOWRY,
Assistant General Manager.
P. H. McCAULEY,
General Superintendent of
Transportation.**

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION.

MAIN LINE

1. **At Paradise**—House track will be used as siding for first class trains and passenger extras.
2. **At Sand Point**—Time of first class trains applies at passenger station.
3. **At Velox**—Switch at end of double track is automatic. Normal position is for the westward track. Time of all trains applies at the switch.
If signals 601, 602 or 604 fail to clear, be governed by instructions posted on outside of battery house wall. If eastward trains approach on both tracks simultaneously, the inferior train must remain west of the signal clearing section so that the superior train may use the route first without delay.
4. **At Yardley**—Time of first class trains applies at crossovers Havana Street.
5. **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.
6. **Double Track**—Eastward from Yardley to Velox any train may run ahead of superior trains with the current of traffic, without orders.
7. **Double Track Exception**—



At Yardley single track between 2500 feet east of Hardesty Road overhead bridge, and 1300 feet west thereof. Trains will be governed entirely by automatic block signals and rules.

8. **Bridge and Engine Restrictions**—
Engines Class Z-5, NOT permitted.
Engines Class Z-6, A-2, and A-3 NOT permitted east of Yardley, except under train order authority and restrictions.
Bridge 36, between Thompson Falls and Belknap. Engines Class Z-6 and double header engines Classes A-2 and A-3 NOT permitted. Single header engines Classes A-2, and A-3 ten (10) miles per hour. Double header engines Classes W-3, and W-5, fifteen (15) miles per hour.
Bridge 62, between Tuscor and Furlong. Single header, and double header engines Classes A, W-3, and W-5, fifteen (15) miles per hour.
Bridge 92, between Cabinet and Clarks Fork. Double header engines Classes A-2, A-3 and Z-6 NOT permitted. Single header engines Classes A-2, A-3, and Z-6, ten (10) miles per hour. Double header engines Classes A, A-1, W-3, and W-5, twenty (20) miles per hour.
Bridge 3.2, between Sand Point and Lignite. Engines Classes A-2, A-3, and Z-6, ten (10) miles per hour, ENTIRE BRIDGE. Engines Class A, and lighter, thirty (30) miles per hour, over drawspan.
Bridge 62, westward, between Velox and Irvin. Double header engines, Class Z-6, ten (10) miles per hour. Single header engines, Class Z-6, twenty (20) miles per hour.

9. Speed Restrictions—

At Paradise—Between passenger station and west switch, twenty (20) miles per hour.

At Velox—Through end of double track switch eastward main track route all trains thirty (30) miles per hour. Westward main track route, passenger trains sixty (60), freight trains fifty (50) miles per hour and all reverse movements fifteen (15) miles per hour.

At Yardley—Between east and west crossover switches, passenger trains twenty-five (25) miles per hour.

10. Register Stations—

Paradise.

Clarks Fork, for trains originating and terminating.

Hauser, for trains originating and terminating.

Yardley, for second class and inferior trains, except passenger extras.

11. Register Exceptions—

At Yardley—Enginemen will not consult register, but will be furnished a check of register on Form 602. Trains cleared at Spokane will not register.

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

13. Commercial Spurs—

	Miles from Paradise	Car Capacity
Lynch	9.0	18
White Pine	44.5	7
Dorite	88.3	3
Kolliner	106.7	10
Culver	112.6	4
Sagel	124.7	11
Dufort	128.3	3
Kings	138.7	4
North Pole	151.1	5
Newman Lake	170.8	25
Trentwood	177.8	21
Argonne	181.2	11

14. Cross-overs—

Trentwood.

Irvin.

Yardley (Havana Street).

15. Lap Sidings—

Plains.

Weeksville.

Thompson Falls.

Noxon.

Granite.

Athol.

Hauser.

Otis Orchards.

16. Reverse Lap Sidings—

Trout Creek.

Heron.

Clarks Fork.

Hope.

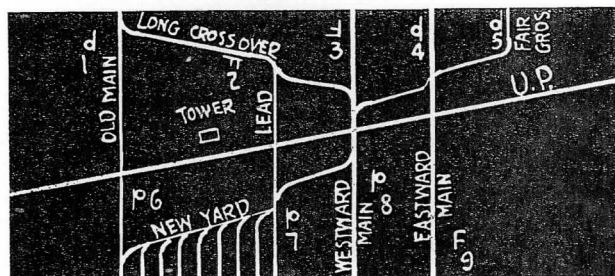
Sand Point.

SECOND SUBDIVISION.

(MAIN LINE)

1. At Yardley—Time of first class trains applies at crossover Havana Street.

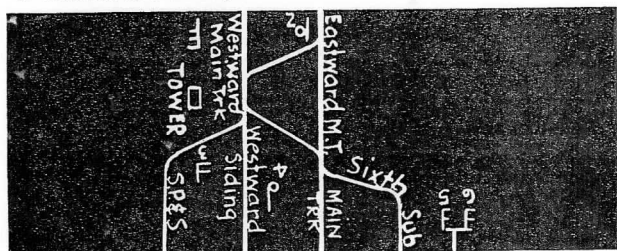
2. SPOKANE—Interlocking U. P.—



Engine Whistle Signals for:

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

3. Marshall Interlocking—



- Signal No. 1: Top arm main track.
Middle arm S. P. & S. and Sixth subdivision.
Bottom arm Westward siding and main track.
- Signal No. 3: Top arm eastward main track from S. P. & S.
- Signal No. 5: Top arm eastward main track from single track.
- Signal No. 6: Top arm eastward main track from Sixth subdivision.

Signals Nos. 2 and 4 dwarf semaphores.

Bottom arm all masts is restricted speed signal. When at attention proceed at restricted speed prepared to stop, block may or not be occupied.

Engine Whistle Signal for:

- Signal No. 1: Main track west (single track) four long one short — — — — o.
Sixth subdivision one long two short one long — oo — .
S. P. & S. main track one long one short one long — o — .
Westward siding one long one short one long one short — o — o.

Signals Nos. 3, 4, 5, 6: Eastward main track four short 0000.

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

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 with the current of traffic ahead of superior trains without orders. At Marshall eastward trains will not require clearance for double track movement with current of traffic if train order signal indicates proceed. 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 Spokane and west yard limit Cheney; On S. P. & S. from junction switch Marshall to west switch Mock. Cunningham to Providence and Sprague to Tyler. 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. At Pasco Freight Yard—All incoming trains must be secured by setting at least six (6) hand brakes on WEST end of train. On all outgoing trains hand brakes must not be released until road engine is coupled and air pressure obtained on caboose.

9. Bridge and Engine Restrictions—

At Spokane—Enginemen handling SP&S engines 500 to 507 inclusive (Great Northern type) while heading into or pulling out of west end of siding on south side of main track at Maple Street, will close throttle and not work steam while pony truck of engine is passing over frog.

Between Yardley and Pasco—Engines Class Z-6 permitted only on following back tracks:

- Between Yardley and Erie Street... Old Main Track.
- Spokane Erie Street Yard..... { South passing track.
- Marshall..... { Tracks 1-2-3-4-5-6-7-8-9.
- Cheney..... { Tracks 5 and 6.
- Cheney..... { All tracks except engine spur, coal dock and wye tracks.

FishtrapSpur.

SpragueHouse track, Standard Oil spur, Mill spur.

PiferSpur.

RitzvilleFreight House, Old House Track, Green's track west 300 ft. and east 450 ft., Wood, Union Oil, Texas, Shell and Light spurs West No. 2 and East No. 2 tracks.

LindAll tracks.

HattonWarehouse track.

ConnellWye tracks.

Engines Class Z-6 NOT permitted on any other back track at any station, and when necessary to set out or pick up, will hold onto enough cars that engines will not go on any prohibited track.

At Cheney—On wye track, engines heavier than Class W-1 NOT permitted.

At Sprague—On wye track, engines heavier than Class W-5 NOT permitted.

At Sprague—On Supply Spur trains will use sufficient cars to avoid engine going on track east of frog.

10. 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 Spokane through Union Pacific interlocking twenty-five (25) miles per hour.

Between Marshall and Hangman eastward trains when running against the current of traffic, thirty-five (35) miles per hour on curves, due to insufficient elevation in eastward direction on that track.

At Marshall—Through end of double track switch and interlocking westward main track route—all trains thirty (30) miles per hour. Eastward main track route—passenger trains forty-five (45) miles per hour. Freight trains thirty (30) miles per hour. All diverging movements or movements against current of traffic fifteen (15) 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.

11. 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.

12. Register Exceptions—

At Yardley. Trains cleared at Spokane will not register.

At Spokane. Trains cleared at Yardley will not register.

13. Clearance Exceptions—

At Yardley. Trains cleared at Spokane will not require clearance.

At Spokane. Trains cleared at Yardley will not require clearance.

14. Commercial Spurs—

	Miles from Yardley	Car Capacity
Day Rock	46.4	10
Pifer	51.2	19

15. Cross Overs—

Yardley (Havana Street).

Spokane.

U. P. Crossing.
Erie Street.
Sheridan Street.
Division Street.
Washington Street.
Madison Street.
Sixth Avenue.

Hangman.

15. Lap Sidings—

Tyler.

Paha.

Eltopia.

Glade.

16. Reversed Lap Sidings—

Sprague.

Lind.

Providence.

Connell.

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—Between Pasco and Kennewick.

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. 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. Extra trains—Between Pasco and Yakima will run via Third Subdivision, unless otherwise instructed by train order.

5. At Parker—U. P. Crossing, automatic interlocking. When a train or engine is stopped by signal indication, it may proceed when the indication changes to "proceed"; or

If the signal indication does not change to "proceed", and no conflicting train movement is evident, train or enginemen will proceed to the crossing and operate the N. P. "TIME RELEASE" located in iron box attached to side of instrument case.

When after release has been operated, if after an elapse of two (2) minutes, the home signal does not indicate "proceed", and no immediate crossing train movement is evident, the trainmen at the crossing, after placing themselves in position to flag any train movement on the conflicting line, may hand-signal their train to proceed over the crossing.

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

7. 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.

All trains pulling into freight yard must secure trains by setting not less than six (6) hand brakes on east end of train.

8. Pusher Districts—

Pasco and Badger.

9. Bride and Engine Restrictions—

Engines Class Z-5 NOT permitted.

Engines Class Z-6 NOT permitted, west of SP&S Junction.

At Pasco—Enginemen handling SP&S engine 500 to 507 inclusive (Great Northern type) while heading into or pulling out of turnouts in train yard will close throttle and not work steam while pony truck of engine is passing over the frog.

Bridge No. 1, between Pasco and Kennewick. Single header engines Class A-2, A-3, Z-6, SP&S E-1, and Z-6, ten (10) miles per hour and may be double headed only with engines Class W-5, or lighter. Single and double header engines Class A-1, and lighter twenty (20) miles per hour.

Bridge 3, between Kennewick and Vista. Engines Class Z-5, ten (10) miles per hour. Engines Class Z-6, twenty (20) miles per hour.

Bridge 75, between Monte and Wapato. Engines Class Z-5, twenty (20) miles per hour. Engines Class Z-6, forty (40) miles per hour.

At Mabton—On Mill track engines Class W-3 or heavier NOT permitted.

10. Speed Restrictions—

Pasco passenger yard at restricted speed.

Over street crossings within corporate limits.

KennewickTwenty (20) miles per hour.

ProsserTwenty (20) miles per hour.

ToppenishTwenty (20) miles per hour.

WapatoTwenty (20) miles per hour.

YakimaTen (10) miles per hour.

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

Approach Yakima passenger station at restricted speed.

11. Register Stations—

Pasco Yard for second class and inferior trains, except passenger extras.

Pasco Passenger Station for first class trains and passenger extras.

Yakima.

Parker for Nos. 333 and 334.

Toppenish for trains originating and terminating.

12. Register Exceptions—

At Parker No. 333 and No. 334 register by Form 608 when required, trains will be furnished check of register by train order, or Form 602 by operator.

13. Commercial Spurs—

	Miles from Pasco	Capacity
Phillips	49.5	12

14. Lap Sidings—

Badger.

Prosser.

Mabton.

Wapato.

15. Reversed Lap Sidings—

Gibbon.

Toppenish.

Kiona.

FOURTH SUBDIVISION.

(SUNNYSIDE LINE)

1. Extra Trains—Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.

2. Zillah—Main and yard tracks used jointly by U. P. and N. P., N. P. Transportation Rules govern. U. P. crews will check register before occupying N. P. tracks.

3. U. P. Crossing between Donald and Parker, Gauntlet over U. P. bridge Yakima River—used jointly by the N. P. and U. P.—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 U. P.

4. Bridge and Engine Restrictions—

At Granger—Brick Yard Spur can be used by engines Class W-3, only as far as U. P. crossing.

Bridge 34, between Gibbon and North Prosser. Engines Classes A-2, A-3, A-5, and Z-6 NOT permitted. Engines Class W-3, and heavier, ten (10) miles per hour. Engines lighter than Class W-3, twenty (20) miles per hour.

Bridge 52, between Lichty and Sunnyside. Engines Classes Z-5, and Z-6, ten (10) miles per hour. Engines Classes A-2, A-3, W-5, and Z-4, thirty (30) miles per hour.

5. 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:

SunnysideTwenty (20) miles per hour.

GrangerTwenty (20) miles per hour.

ZillahTwenty (20) miles per hour.

6. Register Stations—

Gibbon, Zillah, trains originating and terminating and No. 333 and No. 334.

Parker.

7. Register Exceptions—

Parker, No. 333 and No. 334 register by Form 608.

Gibbon, westward trains will register by Form 608. When required trains will be furnished check of register by train order or Form 602 by operator.

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
Cowling	42.9	2
Apricot	43.6	19
Sugar Plant No. 2 ...	52.6	31
Nass	60.5	28
Sinto	61.3	3
Dalton	65.2	6
Gilliland	66.6	12
Chenauer	67.3	5
Keck	68.7	6
Festa	70.2	3
Flint	72.8	40
Mellis	77.9	16

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

1. At Post Falls—Engines using Mill Spur must stop and open gates over S. C. & P. and C. M. St. P. & P. crossings. Normal position of gates for S. C. & P. and C. M. St. P. & P. route.

2. At Heutter—Engines using spur must be stopped and gates over S. C. & P. opened before passing over crossing. Normal position of gates for S. C. & P.

3. Bridge and Engine Restrictions—

Bridge 10, over S. I. Ry. between Post Falls and Blackwell—ten (10) miles per hour.

Engines Class S-4 and lighter, only, permitted.

4. Speed Restrictions—

Twenty (20) miles per hour.

5. Register Stations—Hauser.

6. Commercial Spurs—

	Miles from Hauser	Car Capacity
Panhandle	3.5	14
Heutter	9.3	Connection to Ohio Match Co.
Atlas	9.7	30
Gibbs and Blackwell Spur	10.5	15

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. At Rosalia—Time of first class trains applies at passenger station.

2. At Pullman—Time of first class trains applies at passenger station.

3. At Farmington—Normal position of gate at U. P. Crossing is locked against N. P. trains when not in use.

4. At Whelan—Impaired side clearance between main track and siding, and between siding and warehouse.

5. **At Moscow**—N. P. trains are authorized to cross over U. P. main track in movements to and from the G. N. interchange track; governed by U. P. Rule 93 which reads as follows:

"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".

A train register is located in the U. P. freight station by which N. P. crews may check against U. P. first-class trains before making cross-over movement.

6. **Yard Limits**—

Tracks between yard limit east of Pullman and west of Pullman Jct. will be operated as one yard.

7. The following instructions govern the issuing of Camas Prairie train orders and clearances at Pullman, and Northern Pacific train orders and clearances at Lewiston, or East Lewiston, to Northern Pacific trains, operating between Arrow and Lewiston over Camas Prairie Railroad.

All Form 19 train orders and clearances, Form "A", issued by the respective dispatchers must bear the heading of the respective railways. In case Northern Pacific stationery is used by the Camas Prairie, train orders and clearances must be stamped "Camas Prairie Railroad." This in order to avoid any possible confusion in train orders and clearances of the respective railways.

Northern Pacific trains that operate between Arrow and Lewiston will require at Pullman, a Camas Prairie clearance in addition to that of the Northern Pacific, and at Lewiston or East Lewiston, will require a Northern Pacific clearance in addition to that of the Camas Prairie, and will, when Arrow is an open office, secure a clearance in the proper direction before proceeding.

Camas Prairie orders must not be issued to Northern Pacific trains at any station except Pullman, between Marshall and Arrow, and Northern Pacific orders must not be issued to Northern Pacific trains except at Lewiston or East Lewiston between Lewiston and Arrow.

In case of failure of means of communication between Pullman and Lewiston, and during the time no dispatcher on duty at Lewiston, operator at Pullman may issue Camas Prairie clearance and operators at Lewiston, or East Lewiston, may issue Northern Pacific clearance in accordance with Rules 83-B, and 221-C endorsing clearance "Wire Failure" but in such cases train crews will require a Camas Prairie clearance westward, or a Northern Pacific clearance eastward at Arrow.

8. **Mountain Grade Operation**—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.

Westward freight trains will make terminal air brake test at Howell. The air brakes must be charged to a maximum of ninety (90) pounds and conductors must know by caboose gauge that this pressure is obtained before making terminal test. Inspection card Form 3797 to be filled out and deposited in box provided before leaving Howell. Enginemen will maintain a working basis of ninety (90) pounds Howell to Kendrick.

Retaining valves must be used on all cars Howell to Kendrick. On cars equipped with double pressure retaining valves, the handles must be turned to high pressure position (handles diagonal) on heavily loaded cars, and to low pressure position (handles horizontal) on empty cars, and light or merchandise loads.

Stop at Kendrick to turn down retainers and cool wheels.

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 (3) minutes.

9. **Pusher District**—

Between east switch Palouse and west switch Kendrick.

10. **Bridge and Engine Restrictions**—

Engines Classes A-2, A-3, Z-5, and Z-6 NOT permitted.

Engines heavier than Class W, NOT permitted between Belmont and Farmington.

Bridge 28, between Rosalia and Donahue. Engines Classes W-3, W-5, and Z-4, thirty (30) miles per hour.

Bridge 56, between Garfield and Palouse. Engines Classes A, A-1, Z-3, and Z-4, twenty (20) miles per hour.

Bridge 58	{ between Garfield and Palouse	Engines Classes A, A-1, Q-5, Q-6, W-3, W-5, Z, Z-2, Z-3, and Z-4, twenty (20) miles per hour.
102	{ between Troy and	
102.1	{ Bovard	
102.2	{	

Bridge 105	{ between Troy and	Engines Classes A, A-1, Z-3, and Z-4, NOT permitted.
	{ Bovard	Engines Classes Q-5, Q-6, W-3, W-5, Z, and Z-2, ten (10) miles per hour.
107	{ between Bovard	Engines Classes W, W-1, W-2, W-4, and Z-1, twenty (20) miles per hour.
107.1	{ and Kendrick.	

Bridge 107.2, between Bovard and Kendrick. Engines Classes A, A-1, W-3, W-5, Z-3, and Z-4, twenty (20) miles per hour.

Bridge 123, between Juliaetta and Arrow. Engines Classes Z-4, ten (10) miles per hour. Engines Classes A, A-1, Q-5, Q-6, W-3, W-5, Z, Z-2, and Z-3, twenty (20) miles per hour.

Engines Class W-5 or heavier NOT permitted on following tracks:

Dynamite Siding.
Spangle Elevator and House Track.
Cospur Spur.
Freedom Spur.
Rosalia Transfer, oil spur and east end of House track.

Donahue Elevator track.
McCoy Elevator track.

Flaig Spur Spur.
Oakesdale Elevator and House Track.

Duckworth Spur.
Belmont Elevator and House Track.

Eden Elevator and House Track.
Garfield Elevator, stock spur and transfer.

Cedar Creek Spur.
Palouse Elevator, spud spur and east end House track.

Fallon Elevator track.
Whelan Siding.

Pullman Spur Spur.
Pullman All tracks except tracks Nos. 1 and 2, siding, coach track, House track and east end elevator track to stock yard.

Pullman Jct. All tracks.
Moscow Mill, University, Hagen and Cushing spurs. Long spur east of stock yard.

Joel Elevator track.
Troy Brick and mill spur.

Bovard Siding.
Kendrick Siding and elevator track except (east 300 feet).

Juliaetta Unloading spur.

11. **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.

Engines Class W-5 restricted to forty (40) miles per hour and engines Class Z-2, to thirty (30) miles per hour at all points between Marshall and Arrow not otherwise restricted.

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.

Garfield—Over street crossings, ten (10) miles per hour.

Palouse—Over road crossing west of west switch, eight (8) miles per hour.

Spangle—Over Third Street, ten (10) miles per hour.
 Pullman—Over Kamiaken Street, five (5) miles per hour.
 Moscow—Over street crossings, ten (10) miles per hour.
 See also Mountain Grade Operation and Bridge and Engine Restrictions.

12. Register Stations—

Marshall, Interlocking Station.
 Pullman for trains originating and terminating.
 Troy for westward trains when no operator on duty.
 Arrow.

13. Register Exceptions—

At Marshall interlocking station, all trains may register by Form 608, and will be furnished check of register by train order or Form 602 by operator.

14. Commercial Spurs—

	Miles from Marshall	Car Capacity
Cospur	12.8	7
Freedom	15.5	8
Flaig Spur	34.9	7
Duckworth	40.3	7
Hayfield	45.7	6
Cedar Creek	53.0	7
Pullman Spur	73.5	10
Troy Brick Yard	99.1	9

SEVENTH SUBDIVISION.

(GENESEE BRANCH)

1. Bridge & Engine Restrictions—Engines Class T and heavier NOT permitted, except at Pullman Jct. within yard limits, engines heavier than Class W, NOT permitted.

2. Speed Restrictions—
Twenty (20) miles per hour.

3. Commercial Spurs—

	Miles from Pullman Jct.	Car Capacity
Busby	1.8	13

EIGHTH SUBDIVISION.

(WASHINGTON CENTRAL BRANCH)

1. At Odair and Bassett Jct.—
Normal position of main track switches is for route to Connell.
2. At Adco—The normal position of the main track switch is for route to Adrian instead of through route to Connell. Switch lamp and target show red for this position.
3. At Adrian—
Normal position of switch of N. P. connection at east end of the G. N. siding is for the siding.
4. Sand Blows—
Look for drifts where sand fences are located and for falling rocks between Connell and Shano and between Adco and Odair.
5. Bridge and Engine Restrictions—
Engines heavier than Class W NOT permitted, except between Davenport and Eleanor, engines heavier than Class S-4 NOT permitted.
Bridge 59, between Adco and Adrian, ten (10) miles per hour. Engines Classes A-2, A-3, Z-5, and Z-6, NOT permitted.
6. Speed Restrictions—
Between Cheney and Odair, motor car forty (40) miles per hour.
Steam passenger trains thirty-five (35) miles per hour.
Freight trains thirty-five (35) miles per hour. Whenever engines heavier than Class "Q-4" are used, or freight equipment handled on passenger trains, thirty-five (35) miles per hour.
Between Davenport and Eleanor, fifteen (15) miles per hour.
Between Odair and Connell twenty (20) miles per hour, except between Forrey and Bacon fifteen (15) miles per hour.

7. Register Stations—

Cheney. Connell. Odair. Coulee.

8. Register Exceptions—At Cheney. Trains Nos. 315 and 316 will register by form 608.

9. Derail Switches—

Eleanor, on main track...Ninety feet east of east switch.

10. Commercial Spurs—

	Miles from Cheney	Car Capacity
Deep Creek	15.5	5
Calol	40.6	8
Fry	50.2	4
Gravelles	53.1	5
Chick	57.4	6
Forrey	119.5	8
Gloyd	136.0	4
Nagel	139.9	20
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 N. P. clearance in addition to S. P. & S. clearance, 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 Ninth Subdivision. Trains enroute to Ninth Subdivision will call for switch with one short and one long blast of whistle. Trains from the Ninth Subdivision must make junction stop.
3. Between Attalia and Legrow—
U. P. Crossing
Automatic Interlocking
If Home signal does not indicate proceed, hand release may be operated according to instructions inside release box at the crossing.
4. At State Sand Pit, between Attalia and Legrow, an overhead platform, five car lengths from end of spur, spans the track and will not clear cars of greater height than coal cars.
5. At Huntville—
U. P. and N. P. tracks used jointly for switching purposes; except N. P. crews will use U. P. siding only, and to the first switch east of the Corbett Warehouse. If necessary to use U. P. main track, it must be done under protection of flag in both directions as per Rule 99.
6. Sand Blows—
Look for drifts where sand fences are located.
7. Bridge and Engine Restrictions—
Engines Classes W, and heavier, NOT permitted.
Bridge 8 between Ainsworth Jct. and Burbank. Engines Classes Q-3, T, and heavier, NOT permitted. Engines Classes F-1, Q, S-4, S-10, and single header Engines Class Q-1, eight (8) miles per hour. All lighter engines Classes, twenty (20) miles per hour.

8. Speed Restrictions—

Pasco passenger yard, restricted speed.
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.
At 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.
On sharp curves and bridges between M. P. 75 and 84, between Dixie and Coppel, twenty (20) miles per hour.

9. Register Stations—

Pasco, Attalia, Eureka, Walla Walla.

10. Derail Switches—

Tracy On Main Track.
Kibbler On Main Track.

11. Commercial Spurs—

	Miles from Pasco	Capacity
State Sand Pit	14.0	12
Legrow	19.6	8
Welland	25.4	8
Hatch	31.0	16
Harsha	40.4	9
Shaw	41.5	2
Sudbury	56.9	8
Hector	67.3	5
Varna	92.0	2
Dumas	93.3	5
Klum	95.0	2

TENTH SUBDIVISION. (EUREKA BRANCH)

1. Bridge and Engine Restrictions—

Engines heavier than Class S-4 NOT permitted.

2. Speed Restrictions—Twenty-five (25) miles per hour.

3. Register Stations—Eureka.

4. Commercial Spurs—

	Miles from Eureka	Capacity
Harvey	10.0	7
Tomkins	16.5	9

ELEVENTH SUBDIVISION. (PENDLETON BRANCH)

1. Between Attalia and Hunt—

U. P. Crossing, Automatic interlocking. If Home signal does not indicate proceed, hand release may be operated according to instructions inside of release box at the crossing.

2. At Wallula—

Tracks of U. P. and N. P. used jointly between Wallula east switch and passenger station. Trains will be governed by U. P. 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 east of Attalia and west of Hunt will be operated as one yard.

4. Sand Blows—

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

5. Mountain Grade Operation—Apex or Duroc to M. P. 7—

Motor cars and passenger trains restrict speed to any one mile in two (2) minutes, and freight trains to any one mile in three (3) minutes descending mountain grade between Apex or Duroc and M. P. 7.

Eastward freight trains will make terminal air brake test before leaving Helix, or Duroc. The air brakes must be charged to a maximum of ninety (90) pounds, and conductors must know by caboose gauge that this pressure is obtained before making terminal test. Inspection card Form 3797 to be filled out and left with operator at Helix or deposited in box provided at Duroc before leaving either station.

Enginemen will maintain a working basis of ninety (90) pounds Helix or Duroc to Hunt.

On cars equipped with double pressure retaining valves, the handles must be turned to high pressure position (handles diagonal) on heavily loaded cars, and to low pressure position (handles horizontal) on empty cars and light or merchandise loads.

Stop at M. P. 7 to turn down retainers, cool wheels, and inspect train.

6. Bridge and Engine Restrictions—

Engines Classes W and heavier, NOT permitted.

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.

Between Smeltz and Athena, twenty-five (25) miles per hour. Trains handling pile driver or locomotive crane twenty (20) miles per hour.

See also Mountain Grade Operation and Bridge and Engine Restrictions.

8. Register Stations—

Attalia, Smeltz, Athena, Pendleton.
Wallula, for eastward trains.

Clearance Exceptions—

Smeltz—No. 905 will not require clearance.

10. Derail Switches—

Smeltz Main Track, Athena Branch

11. Commercial Spurs—

	Miles from Attalia	Capacity
Campbell Spur	14.9	2

TWELFTH SUBDIVISION. (SNAKE RIVER BRANCH)

1. At Riparia, normal position crossing gates is for U. P. trains.

2. Bridge and Engine Restrictions—Engines heavier than Class W, NOT permitted.

3. 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.

Riparia, engines using wye, fifteen (15) miles per hour.

Look out for falling rocks east of M. P. 14 and between mile posts 38 and 39.

4. Register Stations—

Riparia.

5. Commercial Spurs—

	Miles from Riparia	Capacity
Sargent	5.7	5
Davin	12.9	7
Burrcan	31.2	3
Walker	35.4	6

THIRTEENTH SUBDIVISION. (SIMCOE BRANCH)

1. **Bridge and Engine Restrictions—**
Engines heavier than S-4, NOT permitted.
2. **Speed Restrictions—**
Twenty-five (25) miles per hour.
Trains handling pile driver or locomotive crane twenty (20) miles per hour.
3. **Commercial Spurs—**

	Miles from Wesley Jct.	Capacity
Utahco	3.3	17
Holt	3.9	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 (1) mile per minute.
Freight trains fifty (50) miles per hour except permitted speed of engine will govern where restricted to less than fifty (50) miles per hour.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour thru cross-overs, turnouts, gauntlets. Passing telegraph offices where orders are received, twenty-five (25) miles per hour.
Engines—Classes A, A-1, A-2, A-3, Q-5, Q-6 and Z-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.
To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:
On Main Line—
With main and side rods removed:
Class A, A-1, and all Q classes..... 30 miles per hour.
All other classes 25 miles per hour.
With main rods removed and side rods in place:
Class A, A-1 and all Q classes 35 miles per hour.
All other classes 30 miles per hour.
On Branch Lines—
With either or both main and side rods removed:
Class A, A-1 and all Q engines 25 miles per hour.
All other classes 20 miles per hour.
Over Bridges—Main or Branch Line— 20 miles per hour.
In moving over bridges with speed restrictions against the class of engine being so moved, a further restriction of one-half the restricted speed for that class of engine shall be observed.
3. **Bridge Restrictions for Single and Double Header Engines—**
Where no mention is made of single or double heading, the instructions apply alike to single and double header engines of each class.
An engine of any class double-headed with an engine of lighter class will carry the same restrictions as if the heavier engine were double-headed with its own class, unless instructions to the contrary have been issued.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. 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.
6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station. In case of failure of communicative signal system on passenger trains, the same provisions will apply.
7. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and must be protected by flagman until train order covering the movement is issued to all trains and the section foreman of that section; flagman to remain until released by the train dispatcher.

8. Pusher engines must not push on cabooses not equipped with steel sills.
9. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
10. 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.
11. Before occupied outfit cars are switched or handled, air brakes must be cut in.
12. **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 engineman 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.
13. On all branch line sidings trains may expect to find cars at any time.
14. **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.
15. Deraill switches will be set in deraill position when not in use.
16. 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.
17. 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 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.
At points where there are close clearances, trainmen will work on the opposite side of train from them; and, if necessary, the fireman will receive the signals and communicate them to the engineman.
18. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch, and either lock or hook in place.

19. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.

20. BULLETIN STATIONS—

Paradise—Station	East	
Yardley—Yard Office	East	West
Yardley—Roundhouse	East	West
Spokane—Erie St. Yard Off	East	
Spokane—Station	East	West
Cheney—Station	East	
Pasco—Station		West
Pasco—Yard Office		West
Pasco—Roundhouse		West
Walla Walla—Station		West
Yakima—Station		West
Yakima—Yard Office		West
Yakima—Roundhouse		West
Lewiston—Station	East	
East Lewiston—Yard Office	East	
East Lewiston—Roundhouse	East	
Pullman—Station	East	
Coulee City—Station	East	
Toppenish—Station		West
Designation "East" or "West" corresponds with territory assigned to East and West train and engine service employees.		

21. STANDARD TIME CLOCKS—

Paradise—Station.
Yardley—Roundhouse, Yard Office.
Spokane—Passenger Station.
Lewiston—Station.
Cheney—Station.
Pasco—Passenger Station, Roundhouse, Yard Office.
Walla Walla—Station.
Toppenish—Station.
Yakima—Station, Yard Office.

22. WATCH INSPECTORS—

Plains	F. C. Day.
Spokane	T. J. Morris.
Pullman	Schoens Jrly. Store.
Lewiston	M. L. Haines.
Cheney	F. E. Selner.
Ritzville	A. L. Wiffin.
Pasco	H. W. Hull and D. Burt Bryan.
Walla Walla	Falkenberg Jrly. Store.
Toppenish	Mathis Bros.
Yakima	Carson and Stedman.

NOTE

Rule S-5 of Transportation Rules is amended to the extent that numbers of trains meeting, passing, or being passed will not be shown in small type adjacent to the full-faced type.

SPEED TABLE

Time Per mile			Miles Per Hour		
Minutes	Seconds				
1	..		60		
1	1		59		
1	2		58		
1	3		57.1		
1	4		56.2		
1	5		55.3		
1	6		54.5		
1	7		53.7		
1	8		52.9		
1	9		52.1		
1	10		51.4		
1	12		50		
1	15		48		
1	20		45		
1	25		42.3		
1	30		40		
1	40		36		
1	45		34.3		
1	50		32.7		

Time Per mile			Miles Per Hour		
Minutes	Seconds				
2	..		30		
2	10		27.6		
2	15		26.6		
2	20		25.7		
2	30		24		
2	40		22.5		
2	45		21.8		
2	50		21.2		
3	..		20		
3	9		19		
3	20		18		
3	31		17		
3	45		16		
4	..		15		
5	..		12		
6	..		10		
7	30		8		
10	..		6		

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION

DISTRICT

First Westward

First Eastward

Second Westward

Second Eastward

Paradise to Athol.....	0.5	4000	4000	3800	3000	2400	1800	1700	1500	1700	1700	1700
Athol to Yardley.....	0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900	1900	1900
Yardley to Athol.....	0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900	1900	1900
Athol to Kootenai Yard.....	0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900	1900	1900
Kootenai Yard to Trout Creek.....	0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900	1900	1900
Trout Creek to Paradise.....	0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900	1900	1900
Yardley to Marshall.....	1.4	1850	1850	1850	1200	1200	1200	900	700	860	860	860
Marshall to Cheney.....	1.0	2000	2000	2000	1350	1350	1350	975	825	935	935	935
Cheney to Lind.....	0.6	2800	2800	2800	1800	1800	1800	1250	1250	1250	1250	1250
Lind to Providence.....	0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250	1250	1250
Providence to Pasco.....	1.0	2000	2000	2000	1400	1400	1400	900	900	900	900	900
Pasco to Cunningham.....	0.7	3400	3400	3400	2800	2800	2800	2300	2300	2300	2300	2300
Cunningham to Providence.....	0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250	1250	1250
Providence to Lind.....	0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250	1250	1250
Lind to Riverville.....	0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250	1250	1250
Riverville to Sprague.....	0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250	1250	1250
Sprague to Fishtrap.....	1.0	2000	2000	2000	1400	1400	1400	900	900	900	900	900
Fishtrap to Cheney.....	0.7	3400	3400	3400	2800	2800	2800	2300	2300	2300	2300	2300
Cheney to Yardley.....	1.0	2200	2200	2200	1800	1800	1800	1200	1015	1150	1150	1150

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TONNAGE RATING INSTRUCTIONS

This rating is made to govern ruling grades only and will interfere with handling additional tonnage where the grades will permit.

CLASS OF ENGINES

Ruling Grade	A	W-5	W-3	W-1	W Stoker-ed	S-4	Q-1	Q-4	Z-6
0.5	4000	4000	3800	3000	2400	1800	1500	1700	1700
0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900
0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900
0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900
0.4	4500	4500	4500	4000	3800	3000	2100	1700	1900
1.4	1850	1850	1850	1200	1200	1200	900	700	860
1.0	2000	2000	2000	1350	1350	1350	975	825	935
0.6	2800	2800	2800	1800	1800	1800	1250	1250	1250
0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250
1.0	2000	2000	2000	1400	1400	1400	900	900	900
0.7	3400	3400	3400	2800	2800	2800	2300	2300	2300
0.7	2600	2600	2600	1800	1800	1800	1250	1250	1250
1.0	2000	2000	2000	1400	1400	1400	900	900	900
0.7	3400	3400	3400	2800	2800	2800	2300	2300	2300
1.0	2200	2200	2200	1800	1800	1800	1200	1015	1150

Third Westward

Third Eastward

Via S. P. & S. Eastward

Fifth Westward

Fifth Eastward

Sixth Westward

Sixth Eastward

Pasco to Kennewick.....	0.8	2450	1700	1150	1150	1150	1150	1150	1150	1150	1150	1150
Kennewick to Badger.....	0.8	3125	2100	1550	1550	1550	1550	1550	1550	1550	1550	1550
Badger to Prosser.....	0.2	3200	2400	1850	1850	1850	1850	1850	1850	1850	1850	1850
Prosser to Toppenish.....	0.3	3200	2300	1750	1750	1750	1750	1750	1750	1750	1750	1750
Toppenish to Yakima.....	0.5	3800	2800	1600	1600	1600	1600	1600	1600	1600	1600	1600
Yakima to Kiona.....	0.5	3800	2800	1600	1600	1600	1600	1600	1600	1600	1600	1600
Kiona to Badger.....	0.5	3800	2800	1600	1600	1600	1600	1600	1600	1600	1600	1600
Badger to Pasco.....	0.5	3800	2800	1600	1600	1600	1600	1600	1600	1600	1600	1600
Pasco to Marshall Jct.....	1.5	4500	4000	3500	3000	2500	2000	1500	1000	500	500	500
Coeur d'Alene to Blackwell.....	1.5	4500	4000	3500	3000	2500	2000	1500	1000	500	500	500
Blackwell to Post Falls.....	1.4	2325	1500	1100	1100	1100	1100	1100	1100	1100	1100	1100
Post Falls to Hauser.....	1.5	4500	4000	3500	3000	2500	2000	1500	1000	500	500	500
Hauser to Coeur d'Alene.....	1.5	4500	4000	3500	3000	2500	2000	1500	1000	500	500	500
Marshall to Pullman.....	1.6	1450	938	695	585	585	585	585	585	585	585	585
Pullman to Howell.....	1.7	1370	897	620	525	525	525	525	525	525	525	525
Howell to Kendrick.....	1.7	1370	897	620	525	525	525	525	525	525	525	525
Kendrick to Lewiston.....	1.7	1370	897	620	525	525	525	525	525	525	525	525
Belmont to Farmington.....	1.4	5000	4000	3000	2500	2000	1500	1000	500	500	500	500
Lewiston to Arrow.....	0.7	5000	4000	3000	2500	2000	1500	1000	500	500	500	500
Arrow to Kendrick.....	0.8	1500	1000	750	600	500	400	300	200	100	100	100
Kendrick to Troy.....	2.4	950	600	415	360	360	360	360	360	360	360	360
Troy to Howell.....	2.2	1050	630	415	360	360	360	360	360	360	360	360
Howell to Pullman.....	1.5	1500	981	677	585	585	585	585	585	585	585	585
Pullman to Belmont.....	1.1	2050	1400	1050	900	760	600	400	300	200	200	200
Belmont to Oakesdale.....	0.6	5000	2650	1800	1600	1500	1400	1300	1200	1100	1000	900
Oakesdale to Spangle.....	1.5	2300	1450	1050	900	760	600	400	300	200	200	200
Spangle to Marshall.....	1.5	3000	2050	1450	1050	900	760	600	400	300	200	200
Farmington to Belmont.....	1.3	774	670	585	585	585	585	585	585	585	585	585

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TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	Ruling Grade	CLASS OF ENGINE					
			W 5	W W-1	W Stoker-ed	S-4	Q-1	Q-4
Seventh Westward	Pulkman Jct. to Johnson.....	0.9				1100	925	1050
	Johnson to Colton.....					774	670	761
	Colton to Genesee.....	0.3				1800	1500	1700
	Genesee to Colton.....					1800	1500	1700
Seventh Eastward	Colton to Johnson.....	1.1				900	760	860
	Johnson to Pullman Jct.....							
	Cheney to Medical Lake.....	1.1	2095	1200	1350	900	760	860
	Medical Lake to Creston.....	1.2	1865	1150	1300	805	680	770
Eighth Westward	Creston to Almira.....			1800	2000	1200	1015	1150
	Almira to Hanson.....	1.2	1865	1100	1250	774	670	761
	Hanson to Odair or Coulee.....							
	Davenport to Eleanor.....	1.0	2330			975	825	935
	Odair to Connell.....	0.7	3025	1850		1350		

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Eighth Eastward	Coulee City to Hartline.....	1.0	2330	1350	1450	975	825	935
	Hartline to Creston.....	1.2	1865	1150	1300	805	680	770
	Creston to Medical Lake.....	1.0	2330	1350	1450	975	825	935
	Medical Lake to Cheney.....	0.9	2650	1450	1550	1145	970	1100
Ninth Westward	Eleanor to Davenport.....	0.9				975	825	935
	Connell to Odair.....	1.0		1400	1500	950		
	Pasco to Attalia.....	0.3				2000		
	Attalia to Walla Walla.....	1.6				750		
Ninth Eastward	Walla Walla to Dayton.....	1.5				500		
	Walla Walla to Tracy.....	1.9				525		
	Dayton to Walla Walla.....	1.5				550		
	Walla Walla to Eureka.....	1.0				1000		
Eleventh Westward	Eureka to Pasco.....							
	Tracy to Walla Walla.....							
	Hunt to Apex.....	2.2				350		
	Apex to Pendleton.....	1.4				850		
Eleventh Eastward	Smelta to Athena.....	2.2				350		
	Pendleton to Apex.....	1.6				550		
	Apex to Hunt.....							
	Athena to Smeltz.....	1.7				695		
Tenth Westward	Eureka to Pleasant View.....	1.1				1000		
Tenth Eastward	Pleasant View to Eureka.....	0.5				1500		

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MAXIMUM CLEARANCES.

Note—Length of load 40 feet.
Maximum width of load independent of clearance 11 feet 6 inches.
Heights and widths in table allow 9 inches clearance.

Table is based on open car loading equally divided on either side of center line of car.

SUBDIVISION.		LIMIT OF LOAD MEASUREMENT.											Governing Structure
		HEIGHT ABOVE TOP OF RAIL											
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	8 ft. Wide	Max. Height	Max. Width		
1st Subdivision. . .	Main Line (Paradise-Kootenai Yard).	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
		20'0"	19'11"	19'8"	19'6"	19'3"	19'0"	18'10"	18'8"	20'0"	11'6"		Cabinet Tunnel.
1st Subdivision. . .	Main Line (Kootenai Yard-Yardley).	18'0"	18'0"	17'11"	17'10"	17'9"	17'8"	17'7"	17'6"	17'5"	18'0"	11'6"	Granite Tunnel.
2nd Subdivision. . .	Main Line (Yardley-Pasco).	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. . .	Main Line (Pasco-Yakima).	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'2"	21'0"	20'11"	21'3"	11'6"	Wire Crossing.
4th Subdivision. . .	Sunnyside Line.	21'4"	21'4"	21'4"	21'4"	20'11"	20'5"	19'11"	19'8"	19'4"	21'4"	11'6"	U. P. Bridge, Yakima River.
5th Subdivision. . .	Fort Sherman Branch.											11'6"	Wire Crossing.
6th Subdivision. . .	Palouse and Lewiston Branch.	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	11'6"	Over Crossing at M. P. 23.
7th Subdivision. . .	Genesee Branch.	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.
8th Subdivision. . .	Washington Central Branch.	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	G. N. Over Crossing.
9th Subdivision. . .	Walla Walla Branch.	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	11'6"	Bridge No. 3, Snake River.
	Walla Walla to Tracy.	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Wire Crossing.
10th Subdivision. . .	Eureka Branch.	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. . .	Pendleton Branch.	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'2"	21'1"	20'11"	21'3"	11'6"	Bridge No. 34.
	Smelta to Athens.	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.
12th Subdivision. . .	Snake River Branch.	21'10"	21'9"	21'6"	21'2"	20'10"	20'7"	20'3"	20'1"	19'11"	21'10"	11'6"	Tunnel No. 1.
13th Subdivision. . .	Sincoe Branch.	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.

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MAXIMUM CLEARANCES—Continued.

SUBDIVISION.		LIMIT OF LOAD MEASUREMENT												Governing Structure
		HEIGHT ABOVE TOP OF RAIL												
		8 ft. Wide	9 ft. Wide	10 ft. Wide	10 ft. 2 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width	ft. in.	ft. in.	ft. in.	ft. in.	
1st Subdivision..	Main Line (Paradise-Kootenai Yard)	18'6"	18'2"	17'11"	17'7"	17'3"	16'11"	16'7"	16'7"	20'0"	11'6"			
1st Subdivision..	Main Line (Kootenai Yard-Yardley)	17'1"	16'7"	16'4"	16'2"	16'1"	16'0"	15'9"	15'4"	18'0"	11'6"			Granite Tunnel
2nd Subdivision.	Main Line (Yardley-Pasco)	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.	Main Line (Pasco-Yakima)	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"			Wire Crossing.
4th Subdivision.	Sunnyside Line	19'2"	18'10"	18'7"	18'4"	18'3"	18'2"	17'10"	17'7"	21'4"	11'6"			U. P. Bridge, Yakima River.
5th Subdivision..	Fort Sherman Branch	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	21'9"	11'6"			Wire Crossing.
6th Subdivision..	Palouse and Lewiston Branch	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.	Genesee Branch	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"			Wire Crossing.
8th Subdivision..	Washington Central Branch	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	18'6"	11'6"			Bridge No. 3, Snake River.
9th Subdivision..	Walla Walla Branch	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"			Wire Crossing.
	Walla Walla to Tracy	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"			Wire Crossing.
10th Subdivision..	Eureka Branch	20'10"	20'9"	20'7"	20'6"	20'5"	20'4"	20'3"	20'1"	21'3"	11'6"			Bridge No. 34.
11th Subdivision..	Pendleton Branch	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"			Wire Crossing.
	Smeltz to Athena	19'9"	19'8"	19'6"	19'0"	18'10"	18'2"	17'7"	16'11"	21'10"	11'6"			Tunnel No. 1.
12th Subdivision.	Snake River Branch	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"			Wire Crossing.
13th Subdivision.	Simeoe Branch	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"			Wire Crossing.

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F. G. COOK, Assistant Superintendent.
W. L. WOOD, Assistant Trainmaster

D. E. NICHOLS, Trainmaster.
R. E. MATTSON, Trainmaster.

O. REVILING, Trainmaster.
F. W. SMITH, Chief Dispatcher.

RAILROAD CROSSINGS AND INTERLOCKINGS

FIRST SUBDIVISION:

Between Sand Point and Lignite—Bridge 3.2:
(Lake Pend d'Oreille Drawbridge)—interlocked.
Velox, end of double track—
Automatic interlocking.

SECOND SUBDIVISION:

Between Yardley and Spokane:
U. P. Crossing—interlocked.
Marshall, end of double track:
S. P. & S. & Sixth Subdivn. connections—interlocked.

THIRD SUBDIVISION:

Between Pasco and Kennewick:
Columbia River Drawbridge—interlocked.
Between Parker and Union Gap:
U. P. Crossing—automatic interlocking.

FOURTH SUBDIVISION:

Between Donald and Parker:
U. P. Gauntlet Crossing, Yakima River Bridge.

FIFTH SUBDIVISION:

Between Hauser and Grand Junction:
C. M. St. P. & P. and S. I. Crossings.
Coeur d'Alene:
G. N. Crossing.

SIXTH SUBDIVISION:

Marshall:
2nd Subdivision Crossing—interlocked.
Between Oakesdale and Belmont:
U. P. and G. N. Crossings.
Between Hayfield and Farmington:
U. P. Crossing.
Between Garfield and Cedar Creek:
U. P. and G. N. Crossings.
Between Pullman and Pullman Jct.:
U. P. Crossing.

NINTH SUBDIVISION:

Between Burbank and Two Rivers:
U. P. Crossing.
Between Attalia and Legrow.
U. P. Crossing—automatic interlocking.
Walla Walla:
U. P. Crossing.
Between Huntsville and Long:
U. P. Crossing.

ELEVENTH SUBDIVISION:

Between Attalia and Hunt:
U. P. Crossing—automatic interlocking.
Pendleton:
U. P. Crossing.

TWELFTH SUBDIVISION:

Riparia:
U. P. Crossing.

N. P. 565
5-24

NORTHERN PACIFIC RAILWAY CO.

OFFICE OF SUPERINTENDENT I d a h o DIVISION
Spokane Oct 8-1938.

TT- #15 (EAST)
NO. _____

19

ALL CONCERNED:

12:01 Oct 10-1938

EFFECTIVE _____ DURING THE

68

INUANCE OF TIME TABLE NO. _____

Local freight service between Yardley and Pullman
leave Yardley Monday, Wednesday and Friday Leave Pullman
Tuesday, Thursday and Saturday.

Local freight service between Pullman and Genesee
turn around service - Leave Pullman Tuesday, Thursday and
Saturday.

This is for the information only of employes and
public, and does not supercede the schedule and rights of
trains No. 666 and No. 665 as contained in Time Table No 68

Posted by _____

Time _____ Date _____

Fred Brastrup

SUPERINTENDENT

HEREBY ACKNOWLEDGE RECEIPT OF _____ DIVISION _____

OR NO. _____ WHICH WAS POSTED AT _____ LOCATION _____

PLACE

TIME

DATE

SIGNED _____

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NORTHERN PACIFIC RAILWAY CO.

OFFICE OF SUPERINTENDENT I d a h o DIVISION

Spokane, August 1-1938 19

NO. TT-13

ALL CONCERNED:

EFFECTIVE August 1-1938 DURING THEANCE OF TIME TABLE NO. 68

Local freight service between Yardley and Pullman will leave Yardley daily except Sunday and leave Pullman daily except Monday.

Local freight service between Pullman and Genesee will be turn around service from Pullman daily except Sunday

This is for the information only of employes and public and does not supersede the schedule and rights of trains No. 666 and 665 as contained in Time Table #68.

Posted by _____

Time _____ Date _____

Paradise Depot
Yardley Yard-RH
Spokane Depot
Cheney Depot
Pullman Depot
Lewiston Yard-Depot-RH
Coulee City Depot
TFL EJB FB FGC GFE FWS-2 DEN WLW LM
WAB TS PHM(18)JLH(2)

Fred Brastrup

SUPERINTENDENT

BY ACKNOWLEDGE RECEIPT OF _____

DIVISION _____

O. _____ WHICH WAS POSTED AT _____

LOCATION

PLACE

TIME

DATE

SIGNED _____

EET FOR EACH CIRCULAR.

NORTHERN PACIFIC RAILWAY CO.

OFFICE OF SUPERINTENDENT Idaho DIVISION

Spokane March 21-1938

19

NO. TT-#5

ALL CONCERNED:

EFFECTIVE 12:01AM March 22, 1938 and DURING THE

JANCE OF TIME TABLE NO. 68

T. T. #4 reading, Train No. 2 will depart
Spokane 8:00 AM instead of 7:50 AM IS CANCELLED.

Train No. 2 will depart Spokane 8:00 AM
instead of 7:50 AM.

Sand Point 9:35 AM instead of 9:25 AM.

Richards discontinued as "Flag" stop for train
No. 3 and train No. 4.

Posted by _____

Time _____ Date _____

EAST TFL FB GGC OR GFE
Paradise Depot FWS-2 JLH(2)
Yardley Yard PHM(10)LM WAB TS
Yardley Roundhouse DEN REM WLW EJB
Spokane Depot
Cheney Depot
Lewiston Depot.Yard-Roundhouse
Pullman Depot
Coulee City Depot

Fred Brastrup

SUPERINTENDENT

EBY ACKNOWLEDGE RECEIPT OF _____ DIVISION _____

NO. _____ WHICH WAS POSTED AT _____ LOCATION _____

PLACE

TIME

DATE

SIGNED _____

FEET FOR EACH CIRCULAR.

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NORTHERN PACIFIC RAILWAY CO.
IDAHO

OFFICE OF SUPERINTENDENT
Spokane, Wn., Oct. 4 DIVISION 37

T.T. #5
NO. _____

ALL CONCERNED:

October 4, 1937

#68

EFFECTIVE _____ DURING T

ANCE OF TIME TABLE NO. _____

Effective October 4th Train 665-666,
Seventh Sub-Division between Genesee and Pullman
Junction and on Sixth Sub-Division between Pullman
Junction and Pullman, Are Discontinued.

Posted by _____

Time _____ Date _____

Paradise Depot
Yardley Depot
Spokane Depot
Cheney Depot
Lewiston Depot
Lewiston Yard
Pullman Depot
Coulee City Depot
TFL FB FGC OR GFE FWS-2
LM WAB TS DEN RLM EJB

Fred Brastrup

SUPERINTENDENT

EBY ACKNOWLEDGE RECEIPT OF _____ DIVISION _____

NO. _____ WHICH WAS POSTED AT _____ LOCATION _____

PLACE

TIME

DATE

SIGNED _____