

500

SPECIAL INSTRUCTIONS

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 5

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

Sunday, January 19, 1941

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.

F. R. BARTLES,
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.

Trains arriving from the Rocky Mountain Div., Fifth Subdivision, before heading out on the main track through the crossover in making move to coal dock, must secure a check of register by train order, or Form 602 from operator.

2. **At Sand Point**—Time of first class trains applies at passenger station.

3. **At Velox**—Switch at end of double track is dual control. 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.

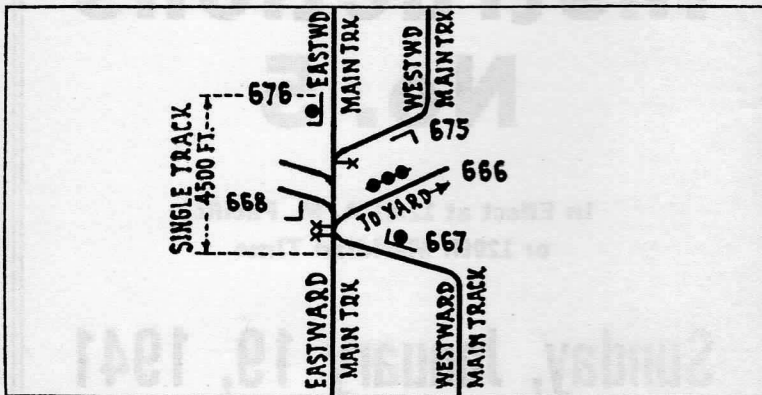
5. **Yard Limits**—

Tracks between yard limit boards east of Kootenai and west of Sand Point will be operated as one yard.

Tracks between yard limit boards 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 2900 feet east of Hardesty Road overhead bridge, and 1600 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) MPH. Double header engines Classes W-3, and W-5, fifteen (15) MPH.

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) MPH. Double header engines Classes A, A-1, W-3, and W-5, twenty (20) MPH.

Bridge 3.2, between Sand Point and Lignite. Engines Classes A-2, A-3, and Z-6, twenty (20) MPH, entire bridge. Engines Class A, and lighter, thirty (30) MPH, over drawspan.

Bridge 62, westward, between Velox and Irvin. Double header engines, Class Z-6, ten (10) MPH. Single header engines, Class Z-6, twenty (20) MPH.

Engines Class A not permitted on following tracks between Paradise and Yardley.

Paradise Tie plant tracks—Stock spur.

Plains Log and mill spurs.

Weeksville Spur.

Eddy Spur.

Woodlin Spur.

Thompson Falls Stock spur.

Trout Creek . . Coal dock tracks.

Tuscor Spur.

Heron Loading track.

Cabinet Loading track.

Clarks Fork . . . House track.

Kolliner Spur.

Oden Spur.

Kootenai Pole spur.

Sand Point . . . Warehouse and No. 3 tracks.

Algoma Spur.

Cocolalla Spur—Ice house track.

Granite Stock and log spurs.

Ramsey Spur.

Rathdrum House track.

Hauser Tracks No. 1 and 2, spur, storage track, wye.

Otis Orchards . Fruit spur. Commercial tracks.

Irvin Cement spur, gravel tracks, loading spur.

Engines Class A may use following tracks restricted to ten (10) MPH.

Paradise Westward siding, house track, tracks 3-4-5-7-8-9 Idaho and Rocky Mountain Division caboose tracks.

Plains Eastward siding.

Woodlin Siding

Kootenai In and outgoing coal dock tracks.

Tracks 1-2-3-4 and 5.

Sand Point . . . S. I. Transfer—House track—G. N. transfer to stop sign.

Granite Eastward siding.

Athol Eastward siding.

Otis Orchards . Eastward siding.

Irvin Siding

Engines, Classes A-2, and A-3, permitted ONLY on following sidings between Paradise and Yardley and NOT permitted on any other back tracks:

Paradise Eastward Siding

Plains Westward Siding

Weeksville Westward Siding

Eddy Westward Siding

Thompson Falls . . Eastward Siding

Belknap Siding

Trout Creek { Eastward Siding

{ Westward Siding

Noxon { Eastward Siding

{ Westward Siding

Heron { Eastward Siding

{ Westward Siding

Cabinet Siding

Clarks Fork { Eastward Siding

{ Westward Siding

Denton Siding

Hope { Eastward Siding

{ Westward Siding

Oden Siding

Kootenai Siding

Sand Point { Eastward Siding

{ Westward Siding

Lignite Siding

Algoma Siding

Cocolalla { Eastward Siding

{ Westward Siding

Careywood Siding

Granite Westward Siding

Athol Westward Siding

Ramsey Siding
 Rathdrum Siding
 Hauser Siding
 Otis Orchards Westward Siding

At Sand Point—Passenger trains NOT permitted on track 3.

9. **Speed Restrictions—**

At Paradise—Approach house track switches at restricted speed.

Between Athol and Velox, and on eastward main track only between Velox and Yardley; on straight track—Passenger trains handled by all Classes A and Q engines sixty-five (65) MPH.

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

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

See also Bridge and Engine Restrictions.

10. **Westward freight trains must be inspected at, or before reaching Trout Creek and not pass Cocolalla without second inspection.**

Eastward freight trains must be inspected at Kootenai and not pass Trout Creek without second inspection.

11. **Register Stations—**

Paradise.

Clarks Fork, for trains originating and terminating.

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

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

13. **Commercial Spurs—**

	Miles from Paradise	Car Capacity
White Pine	44.5	7
Kolliner	106.7	10
Sagel	124.7	11
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.

Eddy.

Thompson Falls.

Noxon.

Cocolalla.

Granite.

Athol.

Otis Orchards.

16. **Reverse Lap Sidings—**

Trout Creek.

Heron.

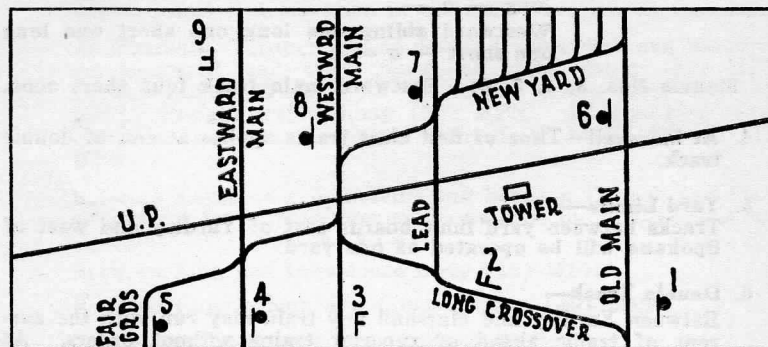
Hope.

SECOND SUBDIVISION.

(MAIN LINE)

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

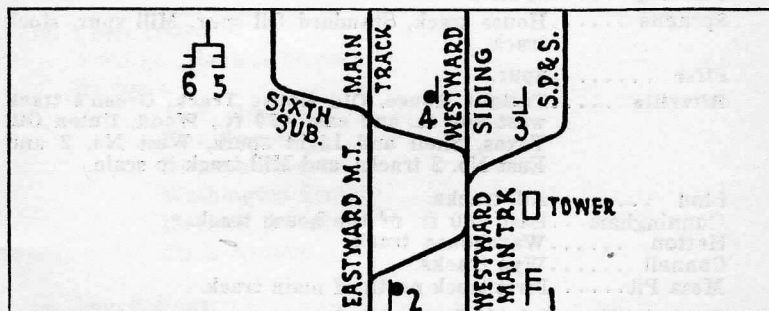
2. **Spokane—**U. P. Interlocking—



Engine Whistle Signals for:

- Signal No. 1: Old main track one long one short one long — 0 — .
- 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 one long — 0 — .
- Signal No. 7: Eastward main track two long two short — — 00.
Fair grounds three long — — — .
Old main track one long two short one long — 00 — .
- Signal No. 8: Eastward main track two long two short — — 00.
Old main track one long two short one long — 00 — .
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 — 00 — .

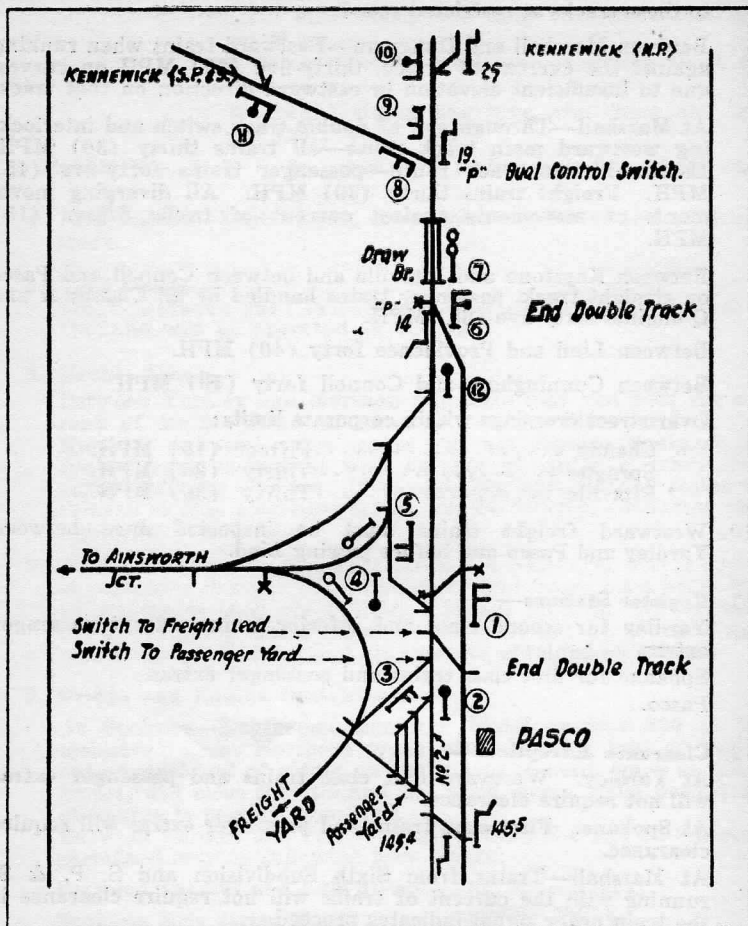
3. **Marshall Interlocking—**



- 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 restricting signal.

THIRD SUBDIVISION.

(MAIN LINE)



1. **At Pasco—Double Track:** Between first switch west of the passenger station and 350 east of east end of Columbia River Bridge. Normal position of east end double track switch is for westward main track. Normal position of spring switches in crossover west of east end of double track is for crossover movement. Normal position of spring switch at west end of double track is for eastward main track. Normal position of switch to freight lead on eastward main track is for freight lead. Normal position of switch on freight lead to passenger yard is for freight lead. Time of first class trains and passenger extras applies at passenger station.
2. **Between Pasco—West end of Double Track and Kennebec:** All movements between these points governed entirely by signal indications superseding superiority of trains. Freight trains, yard engines, and light engines, must avoid delay to first class trains and passenger extras, insofar as possible.
3. **Columbia River Drawbridge Interlocking—**Stop signals at west end of Double Track Pasco; at east end Kennebec (N. P.) and Kennebec (S. P. & S.), are approach signals to drawspan. Westward Home signal at east end of drawspan is a two position color light signal; top indication N. P., bottom indication for S. P. & S., and together with eastward Home signals located west of S. P. & S. Jct. on both N. P. and S. P. & S. are Interlocking Home Signals for drawspan.
4. **S. P. & S. Jct.—**Switch at S. P. & S. Jct. is dual control. The normal position is for the N. P. and normal movements are controlled by the operator at Pasco. Trains approaching this switch and finding the HOME signal at stop will communicate with the dis-

patcher as per rule 509A, and then, if there are no impending movements, examine the switch, and if not in proper position for their movement, first will throw POWER LEVER, then operate switch with the HAND THROW lever. If signals still indicate "STOP" train may proceed complying with automatic block signal rules. "POWER LEVER" must not be returned to normal position until after final movement over switch is made. Both "LEVERS" must be left in normal position and locked.

5. **Extra trains—**Between Pasco and Yakima will run via Third Subdivision, unless otherwise instructed by train order.
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. The switch to the 1500 ft. spur track used as a switching lead, at east end of yard, must be left lined for spur to serve as a derail for all yard tracks.
8. **Bridge and Engine Restrictions—**Engines Class Z-5 not permitted. At Pasco—Enginemen handling SP&S engines 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 Kennebec. Single header engines Class A-2, A-3, Z-6, SP&S E-1, and Z-6, ten (10) MPH 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) MPH. Bridge 3, between Kennebec and Vista. Engines Class Z-5, ten (10) MPH. Engines Class Z-6, twenty (20) MPH. Bridge 75, between Monte and Wapato. Engines Class Z-5, twenty (20) MPH. Engines Class Z-6, forty (40) MPH. At Mabton—On Mill track engines heavier than Class W-3 not permitted. Engines Class W-3 and lighter four (4) MPH.
9. **Speed Restrictions—**At Pasco—All movements over passenger station tracks, or approach to, and over crossovers, and switches leading to these tracks at restricted speed. Between Vista and Badger and between Prosser and Parker, on straight track—Passenger trains handled by all Classes A and Q engines, sixty-five (65) MPH. Between Parker and Union Gap—U. P. Crossing-Interlocking. Passenger trains, fifty (50) MPH. Freight trains, forty (40) MPH. Over street crossings within corporate limits. Kennebec Thirty (30) MPH. Prosser Thirty (30) MPH. Toppenish Thirty (30) MPH. Wapato Thirty (30) MPH. Yakima... Over Yakima Ave. and B, C, D Streets Twenty (20) MPH. At Gibbon, passing station and coal dock, twenty (20) MPH. Approach Yakima passenger station at restricted speed. See also Bridge and Engine Restrictions.
10. **Register Stations—**Pasco. Parker for Nos. 333 and 334. Yakima.
11. **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.
12. **Clearance Exceptions—**AT S. P. & S. JCT.:—Trains from S. P. & S. entering N. P. Third Subdivision will not require clearance.
13. **Commercial Spurs—**

	Miles from Pasco	Capacity
Phillips	49.5	12
14. **Lap Sidings—**Badger. Prosser. Mabton. Wapato.

FOURTH SUBDIVISION.

(SUNNYSIDE LINE)

- Extra Trains**—Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.
- At Zillah**—Main and yard tracks used jointly by U. P. and N. P. U. P. crews will check register before occupying N. P. tracks. N. P. crews will check U. P. register before occupying U. P. tracks.

- Between Donald and Parker, U. P. Crossing, 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.

- 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, Z-5, and Z-6 not permitted. Engines Class W-3, and heavier, ten (10) MPH. Engines lighter than Class W-3, twenty (20) MPH.

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

- Speed Restrictions**—

Forty (40) MPH, except Class W-3 and heavier engines, thirty (30) MPH.

Over street crossings within corporate limits:

Sunnyside	Thirty (30) MPH.
Granger	Twenty (20) MPH.
Zillah	Twenty (20) MPH.

See also Bridge and Engine Restrictions.

- Register Stations**—

Gibbon.

Zillah, No. 333 and 334 will register for information of U. P. crews only.

Parker.

- 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.

- Commercial Spurs**—

	Miles from Pasco	Car Capacity
Whitstran	36.5	22
Apricot	42.7	19
Sugar Plant No. 2 ...	52.6	31
Nass	60.5	28
Sinto	61.3	20
Chenauer	67.3	5
Keck	68.7	6
Festa	70.2	3
Flint	72.8	40

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

- 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.

- 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. Trolley wire over track serving Ohio Match Co. inside planer shed is 1'6" short of standard clearance of 22'0". Employees MUST NOT ride on top of cars while switching under this wire.

- Bridge and Engine Restrictions**—

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

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

- Speed Restrictions**—

Twenty (20) MPH.

- Register Stations**—Hauser.

- Clearance Exception**—

At Coeur d'Alene trains will not require clearance.

- 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)

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

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

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

- 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 Transportation Rule 93.

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

Between west crossover switch at freight station, and east switch of siding the south track is the main track, the adjacent north track is the siding.

- Yard Limits**—

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

- 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.

Train orders and clearances 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.

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.

7. **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 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.

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 thirty (30) minutes." When no operator on duty westward trains will register and will follow preceding train not less than thirty (30) minutes.

8. **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, Z-4 and wrecker cranes Nos. 41, 42 and 43, thirty (30) MPH.

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

Bridge	58	{ between Garfield and Palouse	{ Engines Classes A, A-1, Q-5, Q-6, W-3, W-5, Z, Z-2, Z-3, Z-4, and wrecker cranes Nos. 41, 42 and 43, twenty (20) MPH.
	102		
	102.1	{ between Troy and Bovard	{ Engines Classes A, A-1, Z-3, and Z-4, not permitted. Engines Classes Q-5, Q-6, W-3, W-5, Z, Z-2 and wreck- er cranes Nos. 41, 42 and 43 ten (10) MPH. Engines Classes W, W-1, W-2, W-4, and Z-1, twenty (20) MPH.
	102.2		

Bridge	105	{ between Troy and Bovard	{ Engines Classes A, A-1, Z-3, and Z-4, not permitted. Engines Classes Q-5, Q-6, W-3, W-5, Z, Z-2 and wreck- er cranes Nos. 41, 42 and 43 ten (10) MPH. Engines Classes W, W-1, W-2, W-4, and Z-1, twenty (20) MPH.
	107		
	107.1	{ and Kendrick. ...	

Bridge 107.2, between Bovard and Kendrick. Engines Classes A, A-1, W-3, W-5, Z-3, Z-4 and wrecker cranes Nos. 41, 42 and 43, twenty (20) MPH.

Bridge 123, between Juliaetta and Arrow. Engines Classes Z-4, ten (10) MPH. Engines Classes A, A-1, Q-5, Q-6, W-3, W-5, Z, Z-2, Z-3 and wrecker cranes Nos. 41, 42 and 43, twenty (20) MPH.

At Palouse—Engines heavier than class "W" NOT permitted on switches to tracks 2 and 3 W. I. & M. yard.

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.....Siding.
- McCoy.....Siding.

- Flaig Spur.....Spur.
- Oakesdale.....Elevator and House Track.
- Duckworth.....Spur.
- Belmont.....Elevator and House Track.
- Eden.....Siding.
- Garfield.....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.

9. **Speed Restrictions**—

Passenger trains forty-five (45) MPH except, when engines heavier than Class Q-4 are used or freight equipment handled, forty (40) MPH. Freight trains forty (40) MPH.

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

Between Belmont and Farmington. All trains fifteen (15) MPH and engines Class W eight (8) MPH, around curves between Belmont and Hayfield.

Spangle—Over Third Street, ten (10) MPH.

Garfield—Over street crossings, twenty (20) MPH.

Pullman—Over Kamiaken Street, twenty (20) MPH.

Moscow—Within corporate limits, twenty (20) MPH except over street crossings, twelve (12) MPH.

See also Mountain Grade Operation and Bridge and Engine Restrictions.

11. **Register Stations**—

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

12. **Register Exceptions**—

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

13. **Clearance Exceptions**—

At Pullman, all westward, and at Lewiston or East Lewiston, all eastward N. P. trains using C. P. track between Arrow and Lewiston must secure both N. P., and C. P. clearances.

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
Rock Spur	105.9	9

SEVENTH SUBDIVISION.

(GENESEE BRANCH)

1. **Bridge and Engine Restrictions—**
Engines Class T and heavier NOT permitted except at Pullman Jct. within yard limits, engines Class W-5 and lighter, permitted only on main track and wye; engines heavier than Class W-1 NOT permitted on tracks 1 and 2.
2. **Speed Restrictions—**
Twenty (20) MPH.
3. **Clearance Exception—**
Clearance issued at Pullman will also apply at Pullman Jct.
4. **Commercial Spurs—**

	Miles from Pullman Jct.	Car Capacity
Busby	1.8	13

EIGHTH SUBDIVISION.

(WASHINGTON CENTRAL BRANCH)

1. **At Odair—**Normal position of main track switches is for the through route to Connell via the short leg of the wye.
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. **At Bassett Jct.—**Normal position of main track switches is for through route to Connell.
5. **Sand Blows—**Look for drifts where sand fences are located and for falling rocks between Connell and Shano and between Adco and Odair.
6. **Bridge and Engine Restrictions—**
Engines heavier than Class W not permitted, but between Davenport and Eleanor, engines heavier than Class S-4 not permitted.
Bridge 59, between Adco and Adrian, ten (10) MPH. Engines Classes A-2, A-3, Z-5, and Z-6, not permitted.
7. **Speed Restrictions—**
Between Cheney and Odair, motor car forty (40) MPH.
Steam passenger trains thirty-five (35) MPH.
Freight trains thirty-five (35) MPH.
Between Davenport and Eleanor, fifteen (15) MPH.
At Odair and Coulee City fifteen (15) MPH.
Between Odair and Connell twenty (20) MPH, except between Bacon and Forrey fifteen (15) MPH.
See also Bridge and Engine Restrictions.
8. **Register Stations—**
Cheney. Connell. Odair. Coulee City.
9. **Register Exceptions—**At Cheney. Trains Nos. 315 and 316 will register by form 608.
10. **Derail Switches—**
Eleanor, on main track...Ninety feet east of east switch.
11. **Commercial Spurs—**

	Miles from Cheney	Car Capacity
Four Lakes	10.4	3
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	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—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.
2. **Sand Blows—**Look for drifts where sand fences are located.
3. **Bridge and Engine Restrictions—**
Engines Classes W, and heavier, not permitted.
Bridge 3 between Ainsworth Jct. and Burbank. Engines Class T, and heavier than Class Q-3, not permitted.
Engines all classes eight (8) MPH.
Double header Class Q-3 not permitted.
Wrecker Cranes Nos. 41, 42 and 43 not permitted.

Bridge	77.1	{	between Eastman	} Wrecker Cranes Nos. 41, 42, 43, ten (10) MPH.
			and Minnick	
	83.1	{	between Minnick	
			and Coppei	
	97.1	{	between Long	
			and Dayton	

4. **Speed Restrictions—**
At Pasco—All movements over passenger station tracks, or approach to and over crossovers and switches leading to these tracks, at restricted speed.
Between Pasco and Walla Walla. Motor car forty-five (45), steam passenger trains forty (40), freight trains thirty-five (35) MPH.
Between Attalia and Legrow—U. P. crossing. Automatic interlocking. When passing distant signals, between distant signals and home signals, and within home signal limits, twenty (20) MPH; over crossing, eastward trains, fifteen (15) MPH.
Between Walla Walla and Dayton—Passenger trains thirty-five (35) and freight trains thirty (30) MPH, and between Mill Creek Jct. and Tracy twenty (20) MPH.
Trains handling pile driver or locomotive crane twenty (20) MPH between Ainsworth Jct. and Walla Walla, and fifteen (15) MPH between Walla Walla and Dayton.
At Walla Walla, through city limits, twelve (12) MPH. Trains and yard engines stop and flag over Main Street and the first street west, approach other crossings at restricted speed.
At Dayton, ten (10) MPH west of and fifteen (15) MPH east of Touchet River Bridge.
On sharp curves and bridges between M. P. 75 and 84, between Dixie and Coppei, twenty (20) MPH. See also Bridge and Engine Restrictions.
5. **Register Stations—**
Pasco (To apply at Ainsworth Jct.) Attalia, Eureka, Walla Walla, Waitsburg Jct., Dayton.
6. **Clearance Exceptions—**
At Pasco—Westward trains secure clearance to apply at Ainsworth Jct.
Trains from Eleventh Subdivision will secure clearance at Wallula to apply at Attalia.
Westward U. P. trains will secure clearance at Waitsburg U. P. station to apply at Waitsburg Jct.
7. **Derail Switches—**
Kibbler (Between Harbert and Tracy) On Main Track.
Tracy

	Miles from Pasco	Capacity
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) MPH.
3. **Register Stations—**Eureka.
4. **Clearance Exception—**
At Pleasant View, trains will not require clearance.
5. **Commercial Spurs—**

	Miles from Eureka	Capacity
Harvey	10.0	7
Tomkins	16.5	9

ELEVENTH SUBDIVISION.

(PENDLETON BRANCH)

1. **At Wallula—**Tracks of U. P. and N. P. used jointly between Wallula east switch and passenger station. Trains will be governed by Transportation Rule 93.
2. **Yard Limit—**Tracks between yard limit boards east of Attalia and west of Hunt will be operated as one yard.
3. **Sand Blows—**Look for drifts between mile posts 2 and 3 between Hunt and Ring.
4. **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.

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

5. **At Athena—**256 ft. of connection to U. P. and Preston-Shaffer elevator track to clearance point east end and main track involved, joint with U. P. governed by Transportation Rule 93.
6. **Bridge and Engine Restrictions—**
Engines Classes W and heavier, not permitted.
Between M. P. 7 and M. P. 18 all bridges wrecker cranes Nos. 41, 42, 43, ten (10) MPH.
7. **Speed Restrictions—**
Between Attalia and Hunt—U. P. crossing. Automatic interlocking—When passing distant signals, between distant signals and home signals, and within home signal limits, twenty (20) MPH; over crossing eastward trains, fifteen (15) MPH.
Between Attalia and Pendleton, motor cars forty-five (45); passenger trains (steam) thirty-five (35); freight trains thirty (30) MPH.
Between Smeltz and Athena, twenty-five (25) MPH. Trains handling pile driver or locomotive crane twenty (20) MPH.
See also Mountain Grade Operation and Bridge and Engine Restrictions.
8. **Register Stations—**
Attalia, Smeltz, Athena, Pendleton.
Wallula, for eastward trains.

9. **Clearance Exception—**
Clearance issued at Pasco will also apply at Attalia.

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) MPH.
Trains handling pile driver or locomotive crane twenty (20) MPH.
Tunnel No. 1, seven miles east of Windust, fifteen (15) MPH.
Riparia, engines using wye, fifteen (15) MPH.
Look out for falling rocks east of M. P. 14 and between M. P. 38 and 39.
4. **Register Stations—**
Riparia—Pasco.
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) MPH.
Trains handling pile driver or locomotive crane twenty (20) MPH.
3. **Clearance Exception—**
Clearance issued at Toppenish will also apply at Wesley Jct. At White Swan, trains will not require clearance.
4. **Commercial Spurs—**

	Miles from Wesley Jct.	Capacity
Utahco	3.3	17
Holt	3.9	5
Ruppel	13.6	20

ALL SUBDIVISIONS.

1. Transportation Rule 11 is modified as follows: A train finding a fusee burning on or near its track may proceed at restricted speed without stopping.
2. Lights will be displayed at night on all main line train order signals. On Branch line sub-divisions where lights are not displayed on day-office train order signals, all trains will positively ascertain position of signal and be governed by the day indication.

3. Transportation Rule D-97 applies to all divisions.
4. Transportation Rule 105 is modified as follows: When a siding of an assigned direction is blocked with cars, or taken out of service for any reason, the siding of the opposite direction will be used as a single siding. At lap sidings, unless otherwise provided, trains taking siding must head in at the lap.
5. **IN AUTOMATIC BLOCK SIGNAL TERRITORY:** When moving with the current of traffic, or on single track, where the automatic block signals governing the track in use are of the semaphore type and can be plainly seen from the rear of a standing train to be at stop, such signal being not less than one-half mile from the rear of such train, it will not be necessary to protect the train by a flagman. Under all other circumstances, Rule 99 must be observed.

Transportation Rule 501B is modified as follows: **INDICATION**—Approach next signal prepared to stop. Block is clear; second block in advance is not clear.

Transportation Rule 509(B) is modified as follows: It must be understood 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 501B 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.

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 12c. 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 that are addressed to his train.
6. Transportation Rule 606: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
7. Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one mile distant beyond the red signals.

On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the enginemen in accordance with Rule 14(g). In territory authorized by the Superintendent, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.

On Fifth and Seventh Subdivisions and on Eighth Subdivision between Connell and Adrian and on the Ninth Subdivision between Attalia and Dayton yellow signals as required by Transportation Rule 728 will be placed as prescribed and the flagman will not be required, except during fog, storm or otherwise bad weather.
8. Transportation Rule 1062 requiring the making of running brake test on passenger trains must also be observed on all passenger trains following departure from terminals, or from a station at which either train or engine crews, or both of them, have been changed, or where switching has been done. Engineman will acknowledge proceed signals of trainmen by two short blasts of the whistle.
9. 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 notified; the flagman to remain until released by the train dispatcher.
10. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.
11. In case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.

12. **SPEED RESTRICTIONS**—Except as otherwise provided: Passenger trains, sixty (60) MPH.

Freight trains, fifty (50) MPH, except when restricted to lower rate of speed by engine speed restriction.

ENGINES—All A, Q and P classes, and classes S-4 and T, sixty (60) MPH, except when used on passenger trains where higher speed is authorized; Z-6 sixty (60) MPH; other Z classes, thirty-five (35) MPH. All other classes fifty (50) MPH. Switch engines under steam, moving between stations, fifteen (15) MPH.

ALL TRAINS AND ENGINES—Fifteen (15) MPH through crossovers, turnouts and gauntlets; twenty-five (25) MPH passing telegraph offices where orders are delivered; thirty (30) MPH over interlocked crossings, and when handling steam wrecking derrick, pile driver or locomotive crane.

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:

All A and Q classes 30 MPH.

All other classes 25 MPH.

With main rods removed and side rods in place:

All A and Q classes 35 MPH.

All other classes 30 MPH.

On Branch Lines—

With either or both main and side rods removed:

All A and Q Classes 25 MPH.

All other classes 20 MPH.

Over Bridges—Main or Branch Line 20 MPH.

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions".

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.

Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot authorized maximum speed is:

All A and Q Classes 35 MPH

All other classes 30 MPH

13. **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.

14. **SPRING SWITCHES**—

Maximum speed for all facing point and trailing point movements through switch fifteen (15) MPH. 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. 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.

16. Gas-electric motor cars, when handled in freight trains, must be behind caboose.

Test of hand brakes of gas-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control", conductor and engineman will cooperate in making test.

17. 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.

18. Cranes, derricks, steam shovels, mining machinery etc., moving either on their own wheels, or on cars, with or without booms attached, must be moved with boom trailing except when necessity requires otherwise.

19. Pusher engines must not push on cabooses not equipped with steel sills.

20. BULLETIN STATIONS—

Paradise—Passenger Station	East	
Yardley—Yard Office, Roundhouse	East	West
Spokane—Erie St. Yard Office,	East	
Passenger Station	East	West
Pasco—Passenger Station, Roundhouse		West
Walla Walla—Passenger Station		West
Yakima—Passenger Station, Yard Office, Roundhouse		West
Lewiston—Passenger Station	East	
East Lewiston—Yard Office, Roundhouse	East	
Pullman—Passenger Station	East	
Coulee City—Passenger Station	East	
Toppenish—Passenger Station		West

Designation "East" or "West" corresponds with territory assigned to East and West train and engine service employees.

21. STANDARD TIME CLOCKS—

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

22. WATCH INSPECTORS—

Plains	F. C. Day.
Spokane	T. J. Morris.
Pullman	Schoens Jrly.
Lewiston	M. L. Haines.
Cheney	F. E. Selner.
Pasco	H. W. Hull and Art Glasaw, Jr.
Walla Walla	Falkenberg Jrly.
Toppenish	Mathis Bros.
Yakima	Carson and Stedman.
Ellensburg	Phillip Jrly.

NOTE

Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

TONNAGE RATINGS—FREIGHT ENGINES.

TONNAGE RATING INSTRUCTIONS

This rating is made to govern ruling grades only and will in no manner interfere with handling additional tonnage where the grades will permit.

SUB-DIVISION	DISTRICT	CLASS OF ENGINES										
		Ruling Grade	A	W-5	W-3	W	W-1	S-4	Q-1	Q-4	Z-6	
First Westward	Paradise to Athol.....	0.5	4000	4000	3300	2400	2600	1800	1500	1700	.....
	Athol to Yardley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Eastward	Yardley to Athol.....	0.4	4500	4500	3800	3000	3200	2100	1700	1900	.....
	Athol to Kootenai Yard.....	.....	4500	4500	4000	.....	.....	2150	1725	1950	.....
	Kootenai Yard to Trout Creek.....	0.4	4500	4500	3800	2900	3100	2000	1625	1850	.....
	Trout Creek to Paradise.....	0.4	4500	4500	4000	3300	3500	2150	1725	1950	.....
Second Westward	Yardley to Marshall.....	1.1	.....	2000	1850	1150	1250	900	760	860	3800
	Marshall to Cheney.....	1.0	.....	2200	2000	1350	1450	975	825	935	3400
	Cheney to Lind.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence.....	0.6	.....	.....	2800	1800	1975	1250	.....	.....	.....
Second Eastward	Providence to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Pasco to Cunningham.....	0.7	.....	.....	2600	1800	1850	1250	.....	.....	.....
	Cunningham to Providence.....	1.0	.....	.....	2000	1400	1500	900	.....	.....	3600
	Providence to Lind.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Ritzville.....	0.7	.....	.....	2600	1750	1850	1250	.....	.....	.....
	Ritzville to Sprague.....	0.7	.....	.....	3400	2400	2600	1900	.....	.....	.....
	Sprague to Fishtrap.....	1.0	.....	.....	2000	1400	1500	900	.....	.....	.....
	Fishtrap to Cheney.....	0.7	.....	.....	3500	2750	3000	.....	.....	.....	.....
Cheney to Yardley.....	1.0	.....	.....	2200	1800	1900	1200	1015	1150	.....	
Third Westward	Pasco to Kennewick.....	.....	.....	.....	2450	1700	1800	1150	.....	.....	.....
	Kennewick to Badger.....	0.8	.....	.....	3125	2100	2400	1550	.....	.....	.....
	Badger to Prosser.....	0.8	.....	.....	3200	2400	2750	1850	.....	.....	.....
	Prosser to Toppenish.....	0.2	.....	.....	3200	2300	2700	1750	.....	.....	.....
	Toppenish to Yakima.....	0.3	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Yakima to Kiona.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kiona to Badger.....	0.5	.....	.....	3800	2800	3000	1600	.....	.....	.....
	Badger to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Pasco to Marshall Jct.....	.....	.....	4500	4000	.....	.....	.....	.....	.....	.....
	Coeur d'Alene to Blackwell.....	1.5	.....	.....	.....	.....	.....	535	465	525	.....
Third Eastward	Blackwell to Post Falls.....	1.4	.....	.....	.....	.....	.....	1100	925	1050	.....
	Post Falls to Hauser.....	1.5	.....	.....	.....	.....	.....	1200	1015	1150	.....
	Hauser to Coeur d'Alene.....	1.5	.....	.....	.....	.....	.....	680	585	670	.....
	Marshall to Pullman.....	1.6	.....	1450	.....	940	1080	695	585	665	.....
	Pullman to Howell.....	1.7	.....	1370	.....	900	950	620	525	585	.....
	Howell to Kendrick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kendrick to Lewiston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Belmont to Farmington.....	1.4	.....	.....	.....	.....	.....	680	585	670	.....
	Lewiston to Arrow.....	0.7	.....	5000	.....	4000	4000	1800	1500	1700	.....
	Arrow to Kendrick.....	0.8	.....	2325	.....	1500	1600	1100	925	1050	.....
Via S. P. & S. Eastward	Kendrick to Troy.....	2.4	.....	950	.....	550	600	385	320	360	.....
	Troy to Howell.....	2.2	.....	1050	.....	630	700	415	360	395	.....
	Howell to Pullman.....	1.5	.....	1500	.....	980	1050	680	585	670	.....
	Pullman to Belmont.....	1.1	.....	1900	.....	1250	1400	900	760	860	.....
	Belmont to Oakesdale.....	0.6	.....	5000	.....	2400	2650	1800	1500	1700	.....
	Oakesdale to Spangle.....	1.5	.....	2300	.....	1450	1600	975	825	935	.....
	Spangle to Marshall.....	.....	.....	3000	.....	2050	2250	1600	1325	1500	.....
	Farmington to Belmont.....	1.3	.....	.....	.....	.....	.....	775	670	760	.....
	Fifth Westward	Pasco to Kennewick.....	2450	1700	1800	1150
		Kennewick to Badger.....	0.8	3125	2100	2400	1550
Badger to Prosser.....		0.8	.....	.....	3200	2400	2750	1850	.....	.....	.....
Prosser to Toppenish.....		0.2	.....	.....	3200	2300	2700	1750	.....	.....	.....
Toppenish to Yakima.....		0.3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yakima to Kiona.....		0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kiona to Badger.....		0.5	.....	.....	3800	2800	3000	1600	.....	.....	.....
Badger to Pasco.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pasco to Marshall Jct.....		.....	.....	4500	4000	.....	.....	.....	.....	.....	.....
Coeur d'Alene to Blackwell.....		1.5	.....	.....	.....	.....	.....	535	465	525	.....
Fifth Eastward	Blackwell to Post Falls.....	1.4	.....	.....	.....	.....	.....	1100	925	1050	.....
	Post Falls to Hauser.....	1.5	.....	.....	.....	.....	.....	1200	1015	1150	.....
	Hauser to Coeur d'Alene.....	1.5	.....	.....	.....	.....	.....	680	585	670	.....
	Marshall to Pullman.....	1.6	.....	1450	.....	940	1080	695	585	665	.....
	Pullman to Howell.....	1.7	.....	1370	.....	900	950	620	525	585	.....
	Howell to Kendrick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kendrick to Lewiston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Belmont to Farmington.....	1.4	.....	.....	.....	.....	.....	680	585	670	.....
	Lewiston to Arrow.....	0.7	.....	5000	.....	4000	4000	1800	1500	1700	.....
	Arrow to Kendrick.....	0.8	.....	2325	.....	1500	1600	1100	925	1050	.....
Sixth Westward	Kendrick to Troy.....	2.4	.....	950	.....	550	600	385	320	360	.....
	Troy to Howell.....	2.2	.....	1050	.....	630	700	415	360	395	.....
	Howell to Pullman.....	1.5	.....	1500	.....	980	1050	680	585	670	.....
	Pullman to Belmont.....	1.1	.....	1900	.....	1250	1400	900	760	860	.....
	Belmont to Oakesdale.....	0.6	.....	5000	.....	2400	2650	1800	1500	1700	.....
	Oakesdale to Spangle.....	1.5	.....	2300	.....	1450	1600	975	825	935	.....
	Spangle to Marshall.....	.....	.....	3000	.....	2050	2250	1600	1325	1500	.....
	Farmington to Belmont.....	1.3	.....	.....	.....	.....	.....	775	670	760	.....

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	Ruling Grade	CLASS OF ENGINE						
			W 5	W	W-1	S-4	Q-1	Q-4	
Seventh Westward	Pullman Jct. to Johnson.....	0.9				1100	925	1050	
	Johnson to Colton.....				775	670	760		
	Colton to Genesee.....	0.3			1800	1500	1700		
Seventh Eastward	Genesee to Colton.....				1800	1500	1700		
	Colton to Johnson.....	1.1			900	760	860		
Eighth Westward	Johnson to Pullman Jct.....								
	Cheney to Medical Lake.....	1.1	2095	1200	1350	900	760		
	Medical Lake to Creston.....	1.2	1865	1150	1300	805	680		
	Creston to Almira.....			1800	2000	1200	1015		
	Almira to Hanson.....	1.2	1865	1100	1250	775	670		
	Hanson to Odair or Coulee City.....								
	Davenport to Eleanor.....	1.0	2330			975	825		
Odair to Connell.....	0.7	3025	1850		1350				

OHVGT

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
Ninth Westward	Medical Lake to Cheney.....	0.9	2550	1450	1550	1145	970	1100
	Eleanor to Davenport.....	0.9				975	825	935
	Connell to Odair.....	1.0		1400	1500	950		
	Pasco to Attalia.....	0.3				2000		
Ninth Eastward	Attalia to Walla Walla.....	1.6				750		
	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		
Eleventh Eastward	Apex to Pendleton.....	1.4				850		
	Smeltz to Athena.....	2.2				350		
Tenth Westward	Pendleton to Apex.....	1.6				550		
	Apex to Hunt.....							
Tenth Eastward	Athens to Smeltz.....	1.7				695		
	Eureka to Pleasant View.....	1.1				1000		
	Pleasant View to Eureka.....	0.5				1500		

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	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...	18'0"	17'11"	17'10"	17'10"	17'9"	17'8"	17'7"	17'6"	17'5"	18'0"	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"	Wire Crossing.		
4th Subdivision...	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...										11'6"		Wire Crossing.		
6th Subdivision...	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...	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...	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	11'6"	G. N. Over Crossing, Bet. M. P. 13&14.		
9th Subdivision...	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.		
10th Subdivision...	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Wire Crossing.		
11th 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.		
12th Subdivision...	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Bridge No. 34.		
13th 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.		
	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.		

MAXIMUM CLEARANCES—Continued.

SUBDIVISION.	LIMIT OF LOAD MEASUREMENT													Governing Structure
	HEIGHT ABOVE TOP OF RAIL													
	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..	17'1"	16'7"	16'4"	16'2"	16'1"	16'0"	15'9"	15'4"	18'0"	11'6"	Granite Tunnel.			
2nd Subdivision..	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..	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.			
4th Subdivision..	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..									11'6"		Wire Crossing.			
6th Subdivision..	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..	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.			
8th Subdivision..	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	21'7"	11'6"	G. N. Over Crossing, Bet. M. P. 13-14.			
9th Subdivision..	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.			
10th Subdivision..	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Wire Crossing.			
11th Subdivision..	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	21'3"	11'6"	Wire Crossing.			
12th Subdivision..	20'10"	20'9"	20'7"	20'6"	20'5"	20'4"	20'3"	20'1"	22'0"	11'6"	Bridge No. 34.			
13th Subdivision..	19'9"	19'8"	19'6"	19'0"	18'10"	18'2"	17'7"	16'11"	21'10"	11'6"	Tunnel No. 1.			
	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Wire Crossing.			

RAILROAD CROSSINGS AND INTERLOCKINGS

FIRST SUBDIVISION:

Between Sand Point and Lignite—Bridge 3.2:
(Lake Pend d'Oreille Drawbridge)—interlocked.

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.

ELEVENTH SUBDIVISION:

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

TWELFTH SUBDIVISION:

Riparia:
U. P. Crossing.

SPEED TABLE

Time Per mile		Miles Per Hour	Time Per mile		Miles Per Hour
Minutes	Seconds	Hour	Minutes	Seconds	Hour
0	51	70.6	1	25	42.3
0	52	69.2	1	30	40
0	53	67.9	1	40	36
0	54	66.6	1	45	34.3
0	55	65.4	1	50	32.7
0	56	64.2	2	..	30
0	57	63.1	2	10	27.6
0	58	62.0	2	15	26.6
0	59	61.0	2	20	25.7
1	..	60	2	30	24
1	1	59	2	40	22.5
1	2	58	2	45	21.8
1	3	57.1	2	50	21.2
1	4	56.2	3	..	20
1	5	55.3	3	9	19
1	6	54.5	3	20	18
1	7	53.7	3	31	17
1	8	52.9	3	45	16
1	9	52.1	4	..	15
1	10	51.4	5	..	12
1	12	50	6	..	10
1	15	48	7	30	8
1	20	45	10	..	0

F. G. COOK, Assistant Superintendent.

D. E. NICHOLS, Trainmaster.

R. E. MATTSON, Trainmaster.

G. L. SLORAH, Trainmaster.

G. H. JOHNSON, Chief Dispatcher.

