

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 7

**In Effect at 12:01 A. M. Pacific
Standard War Time**

Sunday, March 18, 1945

These instructions constitute a part of the Time Table currently in effect.

Employees whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

**J. F. ALSIP,
Assistant General Manager.**

**D. S. COLBY,
Superintendent.**

**F. R. BARTLES,
General Manager.**

**C. V. BERGLUND,
General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—

Except as otherwise provided, passenger trains sixty (60) MPH, freight and mixed trains fifty (50) MPH.

J Manifest freight trains35 MPH.

All trains and engines:

Through crossovers, turnouts and gantlets.....15 MPH.

Handling steam wrecking cranes, pile drivers or locomotive cranes30 MPH.

Picking up train orders from operators.....30 MPH.

Engines—	Handling	Running
Classes—	trains	light

All A and Q (except on passenger trains where higher speed is authorized).....	60 MPH.	60 MPH.
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Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
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Z-5, D-2, D-3, Y, Y-1, Y-3	40 MPH.	35 MPH.
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Z-2, Z-3, Z-4, F-1	35 MPH.	30 MPH.
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S-4, T, T-1, W to W-5 inc., Y-2.....	50 MPH.	45 MPH.
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S-10	45 MPH.	40 MPH.
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Steam switch engines, without engine trucks, under all conditions.....	15 MPH.	15 MPH.
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660 HP diesel-electric switch engines, Nos. 125 to 130 inc.....	45 MPH.	45 MPH.
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5400 HP diesel-electric road engines, Nos. 6000 to 6010 inc.....	65 MPH.	65 MPH.
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900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	60 MPH.
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Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8.....	50 MPH.	50 MPH.
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S-4, T, T-1, W to W-5 inc., Y-2.....	35 MPH.	35 MPH.
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Z-5, D-2, D-3, S-10, Y, Y-1, Y-3	30 MPH.	30 MPH.
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Z-2, Z-3, Z-4, F-1	25 MPH.	25 MPH.
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Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8.....	30 MPH.	30 MPH.
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Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....	25 MPH.	25 MPH.
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Z-2, Z-3, Z-4, F-1	20 MPH.	20 MPH.
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With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8.....	35 MPH.	35 MPH.
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Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....	30 MPH.	30 MPH.
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Z-2, Z-3, Z-4, F-1	25 MPH.	25 MPH.
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Branch Lines—with either or both main and side rods removed:

All A and Q classes	25 MPH.	25 MPH.
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All other classes	20 MPH.	20 MPH.
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On bridges—With either or both main and side rods removed:

Steam switch engines, without engine trucks	15 MPH.	15 MPH.
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Other engines	20 MPH.	20 MPH.
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In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod 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 the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified above for engines coming from shops under steam.

Diesel-electric, 660 HP Nos. 125 to 130 inc., when handled dead in train	45 MPH.	45 MPH.
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Diesel-electric, other engines, when handled dead in train	50 MPH.	50 MPH.
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Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—general.

Except as otherwise provided, double header operation of engines of the same class carry the restrictions applicable to single headers of that class, and double headers of engines of different classes carry the restrictions applicable to single headers of the heavier class of the combination.

Double-Headering Restrictions—Engines, Classes A-2 to A-5 or Z-6 to Z-8 inclusive:

When necessary to use two such engines on freight trains, the second engine must be cut in at the middle or in the rear portion of the train. When such engines are used as helpers on passenger trains handled by engines of the same class, such helper engine must be placed on the rear of the train. When engines of these classes are used to double-head with engines of W or other A or Z classes, the A-2 to A-5 or Z-6 to Z-8 inclusive, must be the lead engine.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

3. 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.

4. Transportation Rule D-97 applies to all divisions.

5. Transportation Rule 509(B): In complying with this rule the following must be observed—Where the Stop-and-Proceed signal is located at the leaving end of a siding, the Stop-indication may be due to an opposing train proceeding in the same block on an Approach-signal indication and every precaution consistent with train rights and the track ahead should be taken before proceeding, to insure safe movement through the block.

6. Transportation Rule 606: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

7. Transportation Rule 726 is modified to require that yellow signals will be placed one and one fourth (1¼) miles instead of one (1) mile distant from the location of the slow track.

8. 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 and one fourth (1¼) miles 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).

On Fifth and Seventh Subdivisions and on Eighth Subdivision between Connell and Adrian and on the Ninth Subdivision between Attalia and Dayton and also in special cases authorized by the superintendent and protected by train order the yellow signals will be placed as prescribed and the flagman will not be required, except during fog, storm or otherwise bad weather.

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. Spring Switches.

A train or engine stopping on a spring switch while trailing through and actuating the switch points must not make a reverse movement, or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement. When a train or engine moving in either direction is stopped by a signal governing movements over a spring switch, the switch must be examined to make certain it is properly lined, locked or secured and that points fit.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting train movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not be lined and locked in normal position until after movement has been completed. If switch is not equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.

When moving against the current of traffic on double or three or more tracks, trains must stop and examine facing points of spring switches unless such switches are protected by signals.

Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch and signal continues to display Stop indication, after complying with above requirements movement must be made as provided by Rule 509 (B).

- 12(a). Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 30 miles per hour.

If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed. Movement in trailing point direction which springs the switch points must not exceed 30 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

13. 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. Adequate protection must be given where crane or derrick booms foul adjacent tracks.

When trains are seen or known to be closely approaching and while passing on an adjacent track:—

Snow plows must not be operated to throw snow on passing trains;

Trains unloading ballast or other track material or operating spreaders, or other track equipment must stop;

Booms of cranes, ditchers or other similar equipment or other projecting parts or rotating machinery must be secured in position to clear adjacent track and operation stopped, unless properly protected.

14. 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 engineer will cooperate in making test.

Gas-electric motor cars, when handled dead in freight trains, must be behind cabooses.

15. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives.

16. 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.

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

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

19. 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,		West
Roundhouse		West
Lewiston—Passenger Station	East	
East Lewiston—Yard Office, Roundhouse....	East	
Pullman—Passenger Station	East	
Toppenish—Passenger Station		West

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

20. STANDARD TIME CLOCKS—

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

21. WATCH INSPECTORS—

Spokane	Swanson's Jewelry.
Pullman	Schoens Jewelry.
Lewiston	M. L. Haines; T. L. Dean.
Pasco	Swanson Jewelry.
Walla Walla	Falkenberg Jewelry.
Yakima	Carson and Stedman.
Ellensburg	Phillips Jewelry.

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.

FIRST SUBDIVISION.

MAIN LINE

1. Speed Restrictions—

Over street crossings within corporate limits—

Plains and Thompson Falls	30 MPH.
Between Athol and S. I. Ry. connection.....	Restricted Speed.
Between S. I. Ry. connection and Farragut.....	35 MPH.

2. Bridge and Engine Restrictions—

Bridge 36, between Thompson Falls and Belknap: Double header engines classes Z-5, Z-6, Z-7 and Z-8 not permitted. Single header class Z-5 and doubleheader classes A-2, A-3, A-4 and A-5	10 MPH.
Single header classes Z-6, Z-7 and Z-8.....	15 MPH.
Lighter classes	20 MPH.

- Train not to exceed 30 MPH after engine is off bridge.
Wrecking cranes 45, 46 and 47.....15 MPH.
Bridge 92 between Cabinet and Clarks Fork—
Engines class Z-520 MPH.
Lighter classes30 MPH.
- Bridge 3.2 between Sand Point and Lignite—
Engines classes A-2, A-3, A-4, A-5, Z-5, Z-6, Z-7 and Z-8
across entire bridge20 MPH.
Lighter classes over draw span, so long as rails are kept
laid continuous across ends of draw span.....30 MPH.
Engines Class W-3 and heavier not permitted on following tracks
between Paradise and Yardley.
- Plains Log and mill spurs.
Heron Loading track.
Cabinet Loading track.
Clarks Fork ... House track.
Denton Spur.
Kolliner Spur.
Oden Spur.
Cocolalla Spur.
Hauser Storage track east of east frog of storage tracks
No. 1 and No. 2.
3. **At Kootenai**—Westward freight trains will hold main track
unless otherwise instructed, except must clear first class and
passenger extra trains.
Interchange, N. P. to S. I. Ry. on S. I. Ry. east wye track, from
S. I. Ry. to N. P. on west wye track.
The two main track switches and the connecting switches at
east end of No. 1 track and west end of westward siding adja-
cent to telegraph office will be handled by operator for train
movements.
4. **At Sand Point**—Time of first class trains applies at passenger
station.
Unless otherwise instructed, eastward freight trains will head in
and move through to Kootenai.
5. **At Athol**—U. S. Navy trackage south of right of way markers
on wye to end of track at Farragut, is operated under the super-
vision of the U. S. Navy and their rules must be obeyed.
Staff Block sign is located twenty-five car lengths south of S. I.
Ry. connection and no train or engine will pass that point with-
out being in possession of the staff. Trackage between right of
way markers and Staff Block sign is operated under N. P. Ry.
Transportation Rule No. 93. Employees using U. S. Navy track
beyond Staff Block sign must provide themselves with copies of
U. S. Naval Training Center Railroad rules which can be ob-
tained from the operator at Athol.
Trains using the eastward siding must be prepared to clear either
end of the siding to permit movement through siding to either
leg of wye by first class and passenger extra trains originating
and terminating or enroute to and from Farragut.
Trains setting out Farragut cars will set out on interchange
tracks located at the tail of the wye switch. Other Athol cars
will be set out on the stock track. Track No. 1—Delivery track
to U. S. Naval Training Center—Farragut. Track No. 2—Re-
ceiving track from U. S. Naval Training Center—Farragut.
6. **At Velox**—Trains having cars consigned to, or making pick-ups
at, Naval Supply Depot will be governed as follows:
Set-out and pick-up will be made inside yard of depot and use
of tracks are designated east to west as:
No. 1—Main track and runaround.
No. 2—Set-out.
No. 3—Pick-up.
No. 4—Storage.
No. 5—Lead and runaround.
Conductors will call Walnut 1583 from Irvin and notify the
guard at Velox the approximate arrival time at Velox. On ar-
rival at the gate, engineer will give whistle signal 1 long and
1 short. The guard will unlock gate and permit train to enter
yard. The signal to be repeated if guard does not make his
appearance in reasonable time.
7. **At Trentwood**—Switch leading to the Aluminum Plant will be
lined for track No. 2 and locked with private lock. Unless other-
wise instructed, N. P. Ry. crews will not pass No. 2 switch on
the Aluminum Plant lead.

8. **At Irvin**—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 signal governing movement over switch fails to clear, be gov-
erned by instructions posted on west side of battery house. If
signal then fails to clear, movement may be made under flag
protection through home signal limits and train may then pro-
ceed in accordance with Rule 509(B). An inferior train on
westward main track must keep west of signal clearing section
when a train is approaching Irvin on eastward main track.
When necessary to operate the switch by hand, the engineer will
have a lighted fusee left at the switch stand immediately before
train proceeds and then will stop train for rear trainman to line
switch to normal position. Train will not again proceed until
fusee has been extinguished and proper signal received from rear
trainman.
9. **At Yardley**—Time of first class trains applies at crossover Ha-
vana Street.
10. **Train Inspection**—Westward freight trains must be inspected at,
or before passing Trout Creek and at or before passing Cocolalla.
11. **Spring Switches**—At Paradise, west switch equipped with facing
point lock.
At Yardley, both ends of single track and also yard lead connec-
tion to single track—not equipped with facing point locks.
12. **Sidings**—
At Paradise, house track will be used as siding for first class
and passenger extra trains.
Plains: North siding is westward; south siding is eastward.
Weeksville: North siding is westward; south siding is eastward.
Eddy: North siding is eastward; south siding is westward.
Thompson Falls: North siding is westward; south siding is east-
ward.
Trout Creek: North siding is eastward; south siding is westward.
Noxon: North siding is eastward; south siding is westward.
Heron: North siding is westward; south siding is eastward.
Cocolalla: North siding is westward; south siding is eastward.
Granite: North siding is westward; south siding is eastward.
Athol: North siding is westward; south siding is eastward.
13. **Yard Limits**—
Tracks between yard limit signs east of Kootenai and west of
Sand Point operated as one yard.
Tracks between yard limit signs east of Yardley and west of
Spokane operated as one yard.
14. **Double Track**—Between Yardley and Irvin, inferior trains may
run ahead of superior trains with the current of traffic without
train order authority, complying with Rule D-97. First class and
passenger extra trains must not be delayed.
15. **Double Track Exception—At Yardley.**
Single track between 2900 feet east of Hardesty Road overhead
bridge, and 1600 feet west thereof.
Movements with the current of traffic only, from double track,
entering onto this single track, will be governed by block sig-
nals, whose indications supersede the superiority of trains.
16. **Register Stations**—
Paradise.
Clarks Fork, for trains originating and terminating.
Athol, for trains Nos. 351, 352, 353, 354, 355 and 356.
Yardley, for second class and inferior trains, except passenger
extras.
Kootenai, for trains originating and terminating.
17. **Register Exceptions**—
At Athol—Westward trains only will secure train order check,
Form V, or register check Form 602, furnished by the operator.
18. **Clearance Exceptions**—At Yardley, trains cleared at Spokane
will not require clearance.

(MAIN LINE)

At Spokane and Pasco, all movements over passenger station tracks, or approaches to, and over crossovers, and switches leading to these tracks.....Restricted Speed

Between Marshall and Hangman—Eastward trains when running against the current of traffic, on curves, due to insufficient elevation in eastward direction on that track.....35 MPH.

Cheney	25 MPH.
Sprague	45 MPH.
Ritzville	30 MPH.

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 Erie Street.....Old Main Track.

Spokane Erie Street Yard.....	(South siding. Tracks 1-2-3-4-5-6-7-8-9.
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Spokane, all passenger station tracks. South running track from crossover Stevens St. to crossover Maple St., except the use of crossover to eastward main track, located between Monroe St. and Lincoln St., is prohibited.

Marshall—Tracks 5 and 6 and wye and sixth subdivision main track east of Bridge 0-1 located 700 feet west of wye switch.

Cheney..... All tracks to a point 800 ft. west of west switch of wye on Eighth Subdivision except engine spur and coal dock track.

Sprague House track, Standard Oil spur, Mill spur, stock track.

Ritzville Freight 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, and Mill track to scale, west end of stock track only as far as east end of the stock yard.

Cunningham...East 800 ft. of the house track.

Connell Wye tracks.

Mesa Pit.....First track north of main track.

WESTWARD

From old main to old main.....	1 long, 1 short, 1 long.
From old main to westward main.....	4 short.
From old main to Erie St. yard.....	3 long.
From westward main to westward main.....	4 short.
From westward main to Erie St. yard.....	3 long.
From eastward main to westward main.....	4 short.
From eastward main to Erie St. yard.....	3 long.
From Fairground to westward main.....	4 short.
From Fairground to Erie St. yard.....	3 long.

From old main to old main.....	1 long, 1 short, 1 long.
From Erie St. yard to eastward main.....	2 long, 2 short.
From Erie St. yard to Fairground.....	3 long.
From Erie St. yard to old main.....	1 long, 2 short, 1 long.
From westward main to eastward main.....	2 long, 2 short.
From westward main to old main.....	1 long, 2 short, 1 long.
From westward main to Erie St. yard.....	3 long.
From eastward main to eastward main.....	4 short.
From eastward main to Fairground.....	3 long.
From eastward main to old main.....	1 long, 2 short, 1 long.

WESTWARD

Middle arm—From westward main to SP&S and 6th subdivision.
Bottom arm—From westward main to westward siding and main track.

Bottom arm all masts is restricting.

Semaphore type signals located south of 6th subdivision main track:

Left hand signal: Top arm from single track to eastward main.
Right hand signal: Top arm from 6th subdivision to eastward main.

Bottom arm all masts is restricting.

Whistle Signals

Main track west (single track).....	3	long,	1	short.
6th subdivision	1	long,	2	short, 1 long.
SP&S main track	1	long,	1	short, 1 long.
Westward siding	1	long,	1	short, 1 long, 1 short.
Eastward main track	4	short.		

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

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

Between Yardley and Spokane—Engines enroute from roundhouse to passenger station for first class trains must not be delayed by second class or extra trains.

Between Yardley and Marshall inferior trains may run ahead of superior trains without train order authority, avoiding delay to superior trains, to the greatest practicable extent.

At Marshall, eastward extra trains will not require double track clearance or train order authority to move with current of traffic to Spokane or Yardley if train order signal indicates proceed. Operator at Marshall must secure authority from train dispatcher before admitting eastward second class and extra trains to double track.

8. At Ritzville—Through freight trains will take enough water only to make the next water station.

9. **At Pasco**—Time of first class and passenger extra trains applies at passenger station. When passenger trains meet, the train required to take siding, unless otherwise instructed, will use a specified track in the passenger yard or hold the main track as directed by the yardmaster.

All incoming freight 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.

10. **Train Inspection**—Westward freight trains must be inspected at or before passing Lind.

11. **Sidings**—At Cheney, when passenger trains meet, the train required to take siding, unless otherwise instructed, will use the Eighth Subdivision main track between the crossover east of passenger station and west main track switch as siding.

Tyler: North siding is eastward; south siding is westward.
 Sprague: North siding is eastward; south siding is westward.
 Paha: North siding is westward; south siding is eastward.
 Lind: North siding is westward; south siding is eastward.
 Connell: North siding is eastward; south siding is westward.
 Eltopia: North siding is westward; south siding is eastward.

12. **Yard Limits**—

Tracks between yard limit signs east of Yardley and west of Spokane operated as one yard.

13. **Whistle Signals**, prescribed by Rules 14(r) and (s) are to be used by N. P. trains on the S. P. & S. Ry. between Scribner and Marshall and at Marshall, as occasion requires.

14. **Clearance of Structures**—

At Marshall overhead crossing west of tower and 3800 ft. west of M. P. 8 will not clear man standing on top of a high car or on coal of tender of Z-5, Z-6, Z-7, Z-8, W-3, W-5 or A classes engines coaled to capacity.

15. **Pusher District**—

Between Yardley and Cheney.

At Cheney—On westward freight trains, immediately after rear of train has passed east switch of the siding, the air hose between the caboose and the helper engine will be separated after turning angle cocks, but the coupling pin will not be lifted until rear of train has reached the east switch of No. 1 track. Conductor will personally see that coupling pin is lifted on caboose and that signal is given to engineer of helper engine, who will allow slack to run out gradually. The speed of train to be reduced to twelve (12) MPH until helper engine has been cut off and signal 14(b) given by helper engineer. After separating from the caboose the helper engine will be stopped promptly. At Yardley, immediately after coupling on the train, the road engine will stretch the slack to ascertain that all couplings have been made.

16. **Register Stations**—

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

Spokane for first class trains and passenger extras.

Pasco.

Marshall Interlocking—Eastward regular trains.

17. **Register Exception**—Marshall Interlocking—Eastward regular trains will register by Form 608.

Eastward second class and inferior trains will be furnished register check Form 602 by the operator as authorized by train dispatcher, either instead of, or in addition to, train order check.

18. **Clearance Exceptions**—

At Yardley. Westward first class trains and passenger extras will not require clearance.

At Spokane. First class trains and passenger extras will require clearance.

At Marshall—Trains from Sixth Subdivision and S. P. & S. running with the current of traffic will not require clearance if the train order signal indicates proceed.

THIRD SUBDIVISION. (MAIN LINE)

1. **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.

At Gibbon, passing station and coal dock.....20 MPH.

At Wapato—Trains which dispatch mail without stopping25 MPH.

U. P. Crossing-Interlocking between Parker and Union Gap—
 Passenger trains50 MPH.
 Freight trains40 MPH.

Over street crossings within corporate limits;

Kennewick, Prosser, Toppenish and Wapato.....30 MPH.

Yakima—Over Yakima Ave. and B, C, D Streets.....20 MPH.

Approach Yakima passenger station at restricted speed.

2. **Bridge and Engine Restrictions**—

Bridge No. 1, between Pasco and Kennewick:

Engines Classes A-3, A-4, A-5, Z-5, Z-6, Z-7, Z-8, and SP&S engines classes Z-6 and Z-8.....20 MPH.

Engines Classes A, A-1, A-2 and Z-4 and SP&S class E-130 MPH.

All engines, over the draw span20 MPH.

Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc., are permitted ONLY on following back tracks:

Kennewick—All tracks except team, transfer, Standard Oil spur and house track east of Washington St.

Kiona—Storage track.

Gibbon—Wye, storage, Nos. 1 and 2 tracks.

Mabton—No. 2 track.

Satus—Storage, team and beet tracks.

Toppenish—Stock, Standard Oil, fruit, highline pocket and east extension.

Wapato—Big Y, team, stock, hay Nos. 1 and 2, yard lead.

3. **Between Pasco and Kennewick**—All movements between Pasco passenger station and east switch at Kennewick are governed by signal indications which supersede the superiority of trains for both opposing and following movements on the same track. Freight trains, yard engines, and light engines must avoid delay to first class trains and passenger extras.

Between Pasco and SP&S Jct., trains to and from the SP&S will display the same classification signals as required arriving and leaving SP&S Jct. on SP&S Ry. but regular trains will use schedules shown on N. P. time table carrying SP&S Ry. connections.

4. **Double Track**—Between east switch of main track crossover west of Pasco passenger station and spring switch at west end of double track east of Columbia River bridge. Normal position of spring switch is for eastward main track. Normal position of all other main track switches is for movements to and from freight yard.

Signals governing movements on eastward main track against the current of traffic between freight yard and west end of double track, in addition to normal movements; a dwarf signal, located east of east end of double track crossover, governs westward movements from eastward freight lead to eastward main track, normal indication of this signal is "approach" and there is no approach clearing circuit. When instructed by the yardmaster, westward trains from freight yard may use eastward main track in accordance with Transportation Rule 261, after single track signals between Pasco and Kennewick have been cleared by the operator. When a westward train enters approach clearing circuit located near B Street, the westward stop signal at west end of double track, governing movements from westward main track, will change to stop indication and the corresponding dwarf signal, governing westward movements from eastward main track, will change to clear indication for movements to N. P. Third Subdivision or approach indications for movements to SP&S Second Subdivision.

No provisions are made for westward movements from passenger station to eastward main track by signal indication.

Movements between roundhouse tracks and freight yard will not affect automatic block signals.

Dwarf signal, located west of east end of double track crossover, governs eastward movements from westward main track through the east end of double track.

5. **At Pasco**—Time of first class and passenger extra trains applies at passenger station. Westward stop signal governing movements from freight yard to westward main track is semi-automatic and controlled from telegraph office. Westward trains will not leave yard tracks until this signal indicates "approach" or "clear".

When passenger trains meet, the train required to take siding, unless otherwise instructed, will use a specified track in the passenger yard or hold the main track, as directed by the yardmaster.

6. **Columbia River Drawspan**—Upper light of westward color light home signal governs N. P. trains; lower light governs SP&S trains.
7. **At Kennewick**—Normal indication of signal 34 is "approach". When this signal indicates "clear" an eastward train may proceed on main track to east switch.
8. **S. P. & S. Jct.**—Switch at S. P. & S. Jct. is dual control and electrically operated with remote control by operator at Pasco, and is normally lined for N. P. main track.
Eastward trains approaching this switch and finding the home signals at stop must communicate with the operator at Pasco. If no conflicting movements are evident, 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 as prescribed by Rules 663(A) and 671. 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.
9. **Spring Switches**—
At Pasco, 350 ft. east of Columbia River Bridge equipped with facing point lock. East leg of wye connection with S. P. & S., not equipped with facing point lock.
10. **Sidings**—
Badger: North siding is westward, south siding is eastward.
Gibbon: Siding west of Fourth Subdivision connection is westward.
Siding east of Fourth Subdivision connection is eastward.
Prosser: North siding is eastward, south siding is westward.
Mabton: North siding is eastward, south siding is westward.
Toppenish: North siding is westward, south siding is eastward.
Wapato: North siding is eastward, south siding is westward.
At Toppenish and Yakima; when passenger trains meet, the train required to take siding, unless otherwise instructed, will use High Line Pocket track as siding.
11. **At Yakima**—Time of first class and passenger extra trains applies at passenger station.
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.
12. **Extra trains**—Between Pasco and Yakima will run via Third Subdivision, unless otherwise instructed by train order.
13. **Pusher District**—
Between Pasco and Badger.
At Badger—On westward freight trains, immediately after rear of train has passed east switch of the eastward siding, the air hose between the caboose and the helper engine will be separated, after turning angle cocks, but the coupling pin will not be lifted until rear of train has reached a point approximately 500 ft. west of the east switch of eastward siding. Conductor will personally see that coupling pin is lifted on caboose and that signal is given to engineer of helper engine, who will allow slack to run out gradually. The speed of train to be reduced to twelve (12) MPH until helper engine has been cut off and signal 14(b) given by helper engineer. After separating from caboose, the helper engine will be stopped promptly.

14. **Register Stations**—
Pasco—Yakima.

15. **Clearance Exceptions**—
AT S. P. & S. JCT.:—Trains from S. P. & S. entering N. P. Third Subdivision will not require clearance.

FOURTH SUBDIVISION.

(SUNNYSIDE LINE)

1. **Speed Restrictions**—
Class W-3 and heavier engines30 MPH.
Lighter engines40 MPH.
Over street crossings within corporate limits:
Sunnyside, Granger and Zillah30 MPH.
2. **Bridge and Engine Restrictions**—
At Grandview—Engines heavier than Class Q-3 and S-4 not permitted on White River Lbr. Co. tracks Nos. 1 and 2 nor west of switch from track No. 3 to Lamb Fruit Co. spur on either track.
At Sunnyside—Engines heavier than Class Q-3 and S-4 not permitted on team track east of crossover.
At Granger—Brick Yard Spur can be used by engines Class W-3, only as far as U. P. crossing.
Bridge 52, between Lichty and Sunnyside. Engines Classes A-4, A-5, Z-5, Z-6, Z-7 and Z-8.....10 MPH.
Engines Classes A-2, A-3, W-3, W-5, and Z-4.....30 MPH.
U. P. R. R. Bridge 89.35, between Donald and Parker—
N. P. engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted.
3. **At Gibbon and Parker**—Train order signal does not govern Fourth Subdivision trains.
4. **At Zillah**—Main and yard tracks used jointly by U. P. and N. P. N. P. crews will check U. P. register before occupying U. P. tracks.
5. **Between Donald and Parker, U. P. Crossing**, Gantlet over U. P. bridge Yakima River—used jointly by the N. P. and U. P.—is governed by automatic interlocking home signals and trains must move through at restricted speed.
Normal indication of westward home signal is stop and when switches are lined for N. P. track should indicate clear. Normal indication of eastward home signal is stop but if the U. P. circuit is not occupied, will change to indicate "clear", on approach. After passing this signal indicating "clear", eastward trains must stop and line switches before crossing U. P. tracks. If home signals do not clear and there is no other train between the interlocking home signals trains will proceed as prescribed by Rule 672. Release box is located at end of bridge.
There are two switches to be lined by N. P. trains at the east end of bridge, normal position of switches is for U. P.
6. **Extra Trains**—Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.
7. **Register Stations**—
Gibbon.
8. **Register Exceptions**—
Gibbon, westward trains will register by Form 608.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

1. **Speed Restrictions**—
Twenty (20) MPH.

2. Bridge and Engine Restrictions—

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

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

Heavy Car Restrictions—

Cars with total weight exceeding 214,000 pounds not permitted. Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight less than 169,000 pounds.

3. **At Hauser**—Train order signal does not govern Fifth Subdivision trains.

4. **At Huetter**—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.

5. **At Coeur d'Alene**—All trains and engines stop and flag over Sherman Ave.

6. **Register Stations**—Hauser.

7. Clearance Exception—

At Coeur d'Alene trains will not require clearance.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. Speed Restrictions—

Passenger trains; when engines heavier than Class Q-4 are used or freight equipment handled40 MPH.

Other passenger trains45 MPH.

Freight trains40 MPH.

Engines Classes W-3 and W-540 MPH.

Between Belmont and Farmington15 MPH.

Between Belmont and Hayfield, around curves, engines class W8 MPH.

Spangle—Over Third Street25 MPH.

Garfield—Over street crossings20 MPH.

Pullman—Over Kamiaken Street20 MPH.

Moscow—Over street crossings12 MPH.

Elsewhere within corporate limits.....20 MPH.

See also Mountain Grade Operation.

2. Bridge and Engine Restrictions—

Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc. not permitted, on or west of Bridge 0.1, located 700 feet west of the wye switch at Marshall.

Engines heavier than Class W-5 not permitted between Marshall and Arrow.

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

Bridge 28, between Rosalia and Donahue. Engines Classes W-3, W-530 MPH.

Bridges, 58 between Garfield and Palouse and 102, 102-1, and 102-2 between Troy and Bovard, engines classes Q-5, Q-6, W-3 and W-520 MPH.

Bridges, 105 between Troy and Bovard and 107 and 107-1 between Bovard and Kendrick—

Engines classes Q-5, Q-6, W-3 and W-5.....10 MPH.

Wrecking Cranes 41, 42, 43 and 44.....15 MPH.

Engines classes W, W-1, W-2 and W-4.....20 MPH.

Bridge 107-2 between Bovard and Kendrick. Engines Classes W-3 and W-520 MPH.

Bridge 123, between Juliaetta and Arrow. Engines Classes Q-5, Q-6, W-3 and W-520 MPH.

Wrecking cranes 45, 46 and 47;

Bridges 28, 58, 107-2 and 123.....15 MPH.

Bridges 102, 102-1, 102-2, 105, 107, 107-1, cranes must be spaced with one empty car between engine and crane and not exceed15 MPH.

Heavy Car Restrictions:

Over bridges between Troy and Kendrick: Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.

Cars less than 30 ft. long with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.

Other bridges: Trains handling cars exceeding 214,000 pounds total weight, or cars less than 30 ft. long with total weight exceeding 169,000 pounds when coupled in groups or next to engine or tender must not exceed over,

Bridge 2830 MPH.

Bridges 56 and 5820 MPH.

Bridge 12310 MPH.

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

Engines Class W-3 or heavier not permitted on following tracks:

Dynamite.....Siding.

Spangle.....Elevator and House Track.

Cospur.....Spur.

Freedom.....Spur.

Rosalia.....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 Track.

Fallon.....Elevator track.

Whelan.....Siding.

Pullman Spur.....Spur.

Pullman.....All tracks except tracks Nos. 1 and 2, siding, coach track, house track, elevator track and engine spur.

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.

3. **At Marshall**—Sixth Subdivision trains will use whistle signal—Rule 14(t) or (u) as occasion requires.

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

5. **At Palouse**—W. I. & M. Ry. will deliver cars to N. P. Ry. on track No. 1. Delivery to W. I. & M. Ry. will be made on river track by eastward N. P. trains, and on either track 2 or 3 by westward trains.

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

7. **At Pullman**—Time of first class trains applies at passenger station. Water supply limited to No. 314 and local trains except in emergency.

8. **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 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.

9. Yard Limits—

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

10. Camas Prairie Clearance—

The following governs the issuing of Camas Prairie R. R. and Northern Pacific Ry. train orders and clearances 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 train orders must not be issued to Northern Pacific trains at any station between Marshall and Arrow, except Pullman, and Northern Pacific train orders must not be issued to Northern Pacific trains between Lewiston and Arrow, except at Lewiston or East Lewiston.

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.

11. 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. Trains will not exceed thirty (30) MPH on ascending grade.

Test of air brakes on westward freight or mixed trains as prescribed by Air Brake Rule 35 must be made at Howell. The air brakes must be charged to a maximum of 90 pounds and conductors must know by caboose gauge that this pressure is obtained before making terminal test. Air test card to be filled out and deposited in box provided before leaving Howell. Enginemen will maintain a working pressure of 90 pounds Howell to terminal. Retaining valve handles must be turned up on all cars after terminal test has been made at Howell.

Stop at Kendrick to turn down retaining valve handles 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.

Special trains having a consist throughout of cars of the type designated as Special Troop Sleeping and Troop Kitchen cars, when operating on descending mountain grade, retaining valves must be used on all cars. Retaining valve handles to be turned up to uppermost position (slow direct exhaust) just before passing summit of grade and turned down when foot of mountain grade is reached.

12. Register Stations—

Marshall, Interlocking Station.

Pullman for trains originating and terminating.

Pullman Jct., on Tuesdays, Thursdays and Saturdays, unless otherwise instructed, No. 311 and No. 312 will register by Form 608, leaving ticket in box on phone booth.

Troy for westward trains, when no operator on duty. To be used for spacing trains.

Arrow.

13. 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.

14. 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.

SEVENTH SUBDIVISION.

(GENESEE BRANCH)

1. Speed Restrictions—

Twenty (20) MPH. Except between Staley and Johnson and between Colton and Genesee, engines Class T and heavier15 MPH.
At Genesee—on wye tracks 5 MPH.

2. Bridge and Engine Restrictions—

Engines Class W-3 and heavier not permitted.

3. Clearance Exception—

Clearance issued at Pullman will also apply at Pullman Jct.

EIGHTH SUBDIVISION.

(WASHINGTON CENTRAL BRANCH)

1. Speed Restrictions—

Between Cheney and Odair—Freight trains and passenger trains, steam35 MPH.
Passenger trains, motor40 MPH.
Between Davenport and Eleanor10 MPH.
Between Odair and Connell, except between MP 117 and MP 12120 MPH.
Between MP 117 and MP 121, between Bacon and Adco10 MPH.

2. Bridge and Engine Restrictions—

Engines heavier than Class W-2 not permitted, except between Cheney and Davenport engines class W-3 and lighter permitted.
Between Davenport and Eleanor, engines heavier than Class S-4 not permitted.
Bridge 59—Wrecking cranes 45, 46 and 47.....15 MPH.

3. At Cheney and Connell—Train order signal does not govern Eighth Subdivision trains.

4. At Cheney, Odair and Coulee City—Within yard limits, trains Nos. 315 and 316 will observe Transportation Rule No. 93 the same as is required of second class and inferior trains.

5. At Cheney—Trains will not pass signal 154 until main track switch is lined for eastward movement and will be governed by Transportation Rule 509-B, modified. When signal 154 indicates clear, Transportation Rule No. 513 does not apply.

6. **At Odair**—Normal position of main track switches is for the through route to Connell via the short leg of the wye.
7. **At Adco**—The normal position of the main track switch is for route to Adrian. Target shows red for this position.
8. **At Adrian**—Normal position of switch of N. P. connection at east end of the G. N. siding is for the siding. G. N. track No. 2 will be used for interchange of cars.
9. **Sand Blows**—Look for drifts where sand fences are located and for falling rocks between Connell and Shano and between Adco and Odair.
10. **Register Stations**—
Cheney. Connell. Coulee City.
11. **Register Exceptions**—At Cheney, trains Nos. 315 and 316 will register by form 608.
12. **Derail Switches on main track**—
Eleanor.....Ninety feet east of east switch.

NINTH SUBDIVISION. (WALLA WALLA BRANCH)

1. **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.....45 MPH.
Steam passenger trains40 MPH.
Freight trains35 MPH.
Between Walla Walla and Dayton—Passenger trains.....35 MPH.
Freight trains30 MPH.
Between Tracy Jct. and Tracy20 MPH.
Trains handling pile driver or locomotive crane;
Between Ainsworth Jct. and Walla Walla.....20 MPH.
Between Walla Walla and Dayton15 MPH.
At Walla Walla, through city limits.....12 MPH.
At Walla Walla, trains and yard engines stop and flag over Main Street and the first street west, approach other crossings at restricted speed.
On sharp curves and bridges between MP 75 and MP 84, between Dixie and Coppei20 MPH.
At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.
2. **Bridge and Engine Restrictions**—
Engines Class T not permitted.
Engines Classes Q-4 and heavier, not permitted.
Bridge 3, between Ainsworth Jct. and Burbank. Doubleheader engines classes Q-1 and Q-3, and wrecking cranes 41 to 47 inc., not permitted.
Engines Classes F-1, Q, S-4 and S-10 and single header classes Q-1 and Q-38 MPH.
Lighter classes20 MPH.
Diesel engines, single header, 1000 HP and lighter.....10 MPH.
Between Waitsburg Jct. and Dayton, U. P. Engines Classes 730 and 1750 permitted.
Heavy Car Restrictions—
Cars with total weight exceeding 214,000 pounds, not permitted, except on authority of superintendent.
Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender or with one car 40 ft. long with total weight not over 169,000 pounds.
Bridge 3—Trains handling such cars8 MPH.
3. **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. Not equipped with facing point lock.
4. **At Ainsworth Jct.**—Dual control switch, be governed by current S. P. & S. Ry. instructions.

5. **At Attalia**—Derail on dead leg of wye adjacent to Eleventh Subdivision main track. Trains may expect to find this track blocked with cars.
6. **At Walla Walla**—Within yard limits, trains Nos. 347 and 348 will observe Transportation Rule No. 93 the same as is required of second class and inferior trains.
7. **Yard Limits**—Tracks between yard limit signs east of Walla Walla and west of Tracy Jct., operated as one yard.
8. **Sand Blows**—Look for drifts where sand fences are located.
9. **Register Stations**—
Pasco (To apply at Ainsworth Jct.) Attalia, Eureka, Walla Walla, Waitsburg Jct., Dayton.
10. **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.
At Walla Walla—Unless otherwise directed, all trains must secure clearance.
Westward U. P. trains will secure clearance at Waitsburg U. P. station to apply at Waitsburg Jct.
11. **Derail Switches on Main Track**—
Kibbler (Between Harbert and Tracy)—Tracy.

TENTH SUBDIVISION. (EUREKA BRANCH)

1. **Speed Restrictions**—15 MPH.
2. **Bridge and Engine Restrictions**—
Engines heavier than Class S-4 not permitted.
3. **At Eureka**—Train order signal does not govern Tenth Subdivision trains.
4. **At Pleasant View**—Normal position of west switch is for elevator track.
5. **Register Stations**—Eureka.
6. **Clearance Exceptions**—
At Pleasant View, trains will not require clearance.

ELEVENTH SUBDIVISION. (PENDLETON BRANCH)

1. **Speed Restrictions**—
Between Attalia and Pendleton:
Trains handling pile driver or locomotive crane.....20 MPH.
Freight trains30 MPH.
Passenger trains, steam35 MPH.
Passenger trains, motor45 MPH.
Between Smeltz and M. P. 8, two miles west of Wayland25 MPH.
Between M. P. 8 and Athena15 MPH.
See also Mountain Grade Operation.
2. **Bridge and Engine Restrictions**—
Engines Classes heavier than T and Q-3 not permitted.
Bridges 7 to 17 inclusive, between Hunt and Van Sycle—
Engines Classes T, Q-1 and Q-3 and wrecking cranes 41, 42, 43, and 4410 MPH.
Engines Classes F-1, Q, S-4 and S-1020 MPH.
Wrecking cranes 45, 46 and 47; Bridge 4.....15 MPH.
Not permitted on Bridge 7 or beyond.

Heavy Car Restrictions—

Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.

Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.

3. **At Attalia**—Derail on dead leg of wye adjacent to Eleventh Subdivision main track. Trains may expect to find this track blocked with cars.
4. **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.
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. **At U. P. Connection and at Pendleton**—Movements onto and over U. P. R. R. tracks governed by U. P. current rules and instructions of the Transportation Department, except as specifically modified by Special Instructions and Rules and Instructions Governing Operation of Trains by Centralized Traffic Control System.
7. **Yard Limit**—Tracks between yard limit signs east of Attalia and west of Hunt operated as one yard.
8. **Sand Blows**—Look for drifts between mile posts 2 and 3 between Hunt and Ring.

9. **Mountain Grade Operation Between Apex or Duroc and M. P. 7—**

Steam or motor car passenger trains must not exceed any one mile in two (2) minutes, and freight trains any one mile in three (3) minutes descending mountain grade. Trains will not exceed thirty (30) MPH on ascending grade.

Test of air brakes on eastward freight or mixed trains as prescribed by Air Brake Rule 35 must be made 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. Air test card to be left with operator at Helix or deposited in box provided at Duroc before leaving either station. Enginemen will maintain a working pressure of 90 pounds Helix or Duroc to terminal. Retaining valve handles must be turned up on all cars after terminal test has been made.

Stop at M. P. 7 to turn down retaining valve handles, cool wheels, and inspect train.

On special trains having a consist throughout of cars of the type designated as Special Troop Sleeping and Troop Kitchen cars, when operating on descending mountain grade, retaining valves must be used on all cars. Retaining valve handles to be turned up to the uppermost position (slow direct exhaust) just before passing summit of grade and turned down when the foot of the mountain grade is reached.

10. **Register Stations—**
Attalia, Smeltz, Athena, Pendleton.
11. **Clearance Exception—**
Clearance issued at Pasco will also apply at Attalia.
At Wallula, unless otherwise directed, eastward trains must secure clearance.
12. **Main Track—Derail.**
Smeltz (Athena Branch).

TWELFTH SUBDIVISION.

(SNAKE RIVER BRANCH)

1. **Speed Restrictions—**

Twenty-five (25) MPH.

Trains handling pile driver or locomotive crane.....20 MPH.

Trains handling wrecker cranes 41, 42, 43 or 44.....15 MPH.

Through Tunnel No. 1, seven miles east of Windust.....15 MPH.

At Riparia, engines using wye15 MPH.

East of M. P. 14 and between M. P. 38 and 39, falling rocks may be found.

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

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

4. **Register Stations—**
Riparia—Pasco.

THIRTEENTH SUBDIVISION.

(SIMCOE BRANCH)

1. **Speed Restrictions—**

Twenty-five (25) MPH.

Trains handling pile driver or locomotive crane.....20 MPH.

2. **Bridge and Engine Restrictions—**

Engines heavier than S-4, not permitted.

3. **Clearance Exception—**

Clearance issued at Toppenish will also apply at Wesley Jct.
At White Swan, trains will not require clearance.

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 W-2	S-4	Q-1	Q-4	Z-6 Z-7 Z-8 Diesel 5400 H. P.
First Westward	Paradise to Athol.....	0.5	4000	4000	3300	2400	2600	1800	.....	1700	6500
	Athol to Yardley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Eastward	Yardley to Athol.....	0.4	4500	4500	3800	3000	3200	2100	.....	1900	7000
	Athol to Kootenai.....	.....	4500	4500	4000	.....	.....	2150	.....	1950	7000
	Kootenai to Trout Creek.....	0.4	4500	4500	3800	2900	3100	2000	.....	1850	7000
	Trout Creek to Paradise.....	0.4	4500	4500	4000	3300	3500	2150	.....	1950	7000
Second Westward	Yardley to Marshall.....	1.1	.....	2000	1850	1150	1250	900	.....	860	3300
	Marshall to Cheney.....	1.0	.....	2200	2000	1350	1450	975	.....	935	3400
	Cheney to Lind.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence.....	0.6	.....	.....	2800	1800	1975	1250	.....	.....	5500
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.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Via S. P. & S. Eastward	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	.....	.....	.....	.....
Via S. P. & S. Eastward	Cheney to Yardley.....	1.0	.....	.....	2200	1800	1900	1200	1015	1150	7000
	Pasco to Marshall Jct.....	.....	.....	4500	4000	.....	.....	.....	.....	.....	.....

GRADE

Third Westward	Pasco to Kennewick.....	.....	.....	.....	2450	1700	1800	1150	.....	.....	4500
	Kennewick to Badger.....	0.8	.....	.....	3125	2100	2400	1550	.....	.....	5000
	Badger to Prosser.....	0.8	.....	.....	3200	2400	2750	1850	.....	.....	.....
	Prosser to Toppenish.....	0.2	.....	.....	3200	2300	2700	1750	.....	.....	.....
Third Eastward	Toppenish to Yakima.....	0.3	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Yakima to Kiona.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kiona to Badger.....	0.5	.....	.....	3800	2800	3000	1600	.....	.....	6500
	Badger to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fourth Westward	Gibbon to Parker.....	1.0	.....	.....	3200	2300	2700	1550	.....	.....	.....
	Parker to Gibbon.....	0.6	.....	.....	3800	2800	3000	1600	.....	.....	.....
	Coeur d'Alene to Blackwell.....	1.5	.....	.....	.....	.....	.....	535	405	525	.....
	Blackwell to Post Falls.....	1.4	.....	.....	.....	.....	.....	1100	925	1050	.....
Fifth Eastward	Post Falls to Hauser.....	1.5	.....	.....	.....	.....	.....	1200	1015	1150	.....
	Hauser to Coeur d'Alene.....	1.5	.....	.....	.....	.....	.....	680	585	670	.....
	Marshall to Pullman.....	1.6	.....	1350	1300	940	1050	695	585	665	.....
	Pullman to Howell.....	1.7	.....	1300	1250	900	950	620	525	585	.....
Sixth Eastward	Howell to Lewiston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Belmont to Farmington.....	1.4	.....	.....	.....	.....	.....	680	585	670	.....
	Lewiston to Arrow.....	0.7	.....	5000	5000	4000	4000	1800	1500	1700	.....
	Arrow to Kendrick.....	0.8	.....	2275	2225	1500	1550	1100	925	1050	.....
Sixth Eastward	Kendrick to Troy.....	2.4	.....	850	750	500	550	385	320	360	.....
	Troy to Howell.....	2.2	.....	1000	900	600	650	415	360	395	.....
	Howell to Pullman.....	1.5	.....	1500	1400	980	1050	680	585	670	.....
	Pullman to Belmont.....	1.1	.....	1800	1700	1200	1350	900	760	860	.....
Sixth Eastward	Belmont to Oakesdale.....	0.6	.....	5000	5000	2400	2650	1800	1500	1700	.....
	Oakesdale to Spangle.....	1.5	.....	2100	2050	1400	1550	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 W-2	S-4	Q-1	Q-3 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
	Johnson to Pullman Jct.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighth Westward	Cheney to Medical Lake.....	1.1	.....	2095	1200	1350	900	760	860
	Medical Lake to Creston.....	1.2	.....	1865	1150	1300	805	680	770
	Creston to Almira.....	.....	.....	.....	1800	2000	1200	1015	1150
	Almira to Hanson.....	1.2	.....	1865	1100	1250	775	670	760
	Hanson to Odair or Coulee City.....	.....	.....	.....	.....	.....	.....	.....	.....
	Davenport to Eleanor.....	1.0	.....	2330	.....	.....	975	825	935
	Odair to Connell.....	0.7	.....	3025	1850	.....	1350	.....	.....

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	.....	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	.....	.....	.....	.....	.....	.....	.....
	Attalia to Eureka.....	1.1	.....	.....	.....	1000	.....	.....	860
	Eureka to Climax.....	1.6	.....	.....	.....	750	.....	.....	610
	Climax to Walla Walla.....	1.0	.....	.....	.....	1000	.....	.....	935
Ninth Westward	Walla Walla to Minnick.....	1.6	.....	.....	.....	750	.....	.....	610
	Minnick to Dayton.....	0.9	.....	.....	.....	1145	.....	.....	1050
	Walla Walla to Tracy.....	1.9	.....	.....	.....	525	.....	.....	400
	Dayton to Minnick.....	1.6	.....	.....	.....	750	.....	.....	610
	Minnick to Walla Walla.....	.....	.....	.....	.....	.....	.....	.....	.....
	Walla Walla to Eureka.....	1.0	.....	.....	.....	1000	.....	.....	935
	Eureka to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....
	Tracy to Walla Walla.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hunt to Apex.....	2.2	.....	.....	.....	350	.....	.....	.....
	Apex to Pendleton.....	1.4	.....	.....	.....	850	.....	.....	.....
Eleventh Westward	Smelta to Athena.....	2.2	.....	.....	.....	350	.....	.....	.....
	Pendleton to Apex.....	1.6	.....	.....	.....	550	.....	.....	.....
	Apex to Hunt.....	1.7	.....	.....	.....	695	.....	.....	.....
Eleventh Eastward	Athena to Smelta.....	1.1	.....	.....	.....	1000	.....	.....	.....
	Eureka to Pleasant View.....	1.1	.....	.....	.....	1500	.....	.....	.....
Tenth Westward	Pleasant View to Eureka.....	0.5	.....	.....	.....	.....	.....	.....	.....

MAXIMUM CLEARANCES.

Note—Length of load 52 feet.

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. . .	Main Line (Paradise-Kootenai Yard).	20'2"	20'0"	19'9"	19'6"	19'3"	19'0"	18'9"	18'7"	18'4"	20'2"	11'6"	Cabinet Tunnel.	
1st Subdivision. . .	Main Line (Kootenai Yard-Yardley).	19'0"	18'11"	18'10"	18'8"	18'5"	18'2"	17'11"	17'9"	17'6"	19'0"	11'6"	Granite Tunnel.	
2nd Subdivision. . .	Main Line (Yardley-Pasco).	22'3"	22'3"	21'8"	21'8"	20'7"	20'7"	20'7"	20'7"	20'7"	22'3"	11'6"	Over Crossing Marshall.	
3rd Subdivision. . .	Main Line (Pasco-Yakima).	21'2"	21'2"	21'2"	21'2"	21'2"	21'2"	21'1"	20'11"	20'10"	21'2"	11'6"	Columbia River Bridge.	
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.	20'7"	20'6"	20'6"	20'6"	20'6"	20'5"	20'5"	20'4"	20'4"	20'7"	11'6"	Bridge No. 107.1.	
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.	21'7"	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. . .	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. 39.	
	Smeltz to Athena.	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. . .	Simcoe Branch.	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	11'6"	Overhead Flume.	

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..	Main Line (Paradise-Kootenai Yard).....	ft. in. 18'1"	ft. in. 17'10"	ft. in. 17'6"	ft. in. 17'2"	ft. in. 17'1"	ft. in. 16'10"	ft. in. 16'6"	ft. in. 16'3"	ft. in. 20'2"	ft. in. 11'6"	Cabinet Tunnel.
1st Subdivision..	Main Line (Kootenai Yard-Yardley).....	17'4"	17'1"	16'10"	16'7"	16'6"	16'3"	16'0"	15'0"	19'0"	11'6"	Granite Tunnel.
2nd Subdivision.	Main Line (Yardley-Pasco).....	20'7"	20'7"	20'7"	20'7"	20'7"	20'7"	20'7"	20'7"	22'3"	11'6"	Over Crossing Marshall.
3rd Subdivision..	Main Line (Pasco-Yakima).....	20'9"	20'8"	20'7"	20'6"	20'5"	20'5"	20'4"	20'3"	21'2"	11'6"	Columbia River Bridge.
4th Subdivision..	Sunnyside Line.....	19'1"	18'10"	18'7"	18'4"	18'3"	18'1"	17'10"	17'7"	21'4"	11'6"	U. P. Bridge, Yakima River
5th Subdivision..	Fort Sherman Branch.....										11'6"	Wire Crossing.
6th Subdivision..	Palouse and Lewiston Branch.....	20'4"	20'4"	20'4"	20'4"	20'4"	20'3"	20'3"	20'3"	20'7"	11'6"	Bridge No. 107.1.
7th Subdivision..	Genesee Branch.....	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.....	21'7"	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..	Walla Walla 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.
10th Subdivision..	Walla Walla to Tracy.....	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	16'8"	11'6"	Wire Crossing.
11th Subdivision..	Eureka Branch.....	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.....	20'10"	20'9"	20'7"	20'6"	20'5"	20'4"	20'3"	20'1"	22'3"	11'6"	Bridge No. 39.
12th Subdivision..	Smeltz to Athena.....	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.....	19'9"	19'8"	19'6"	19'0"	18'10"	18'2"	17'7"	16'11"	21'10"	11'6"	Tunnel No. 1.
13th Subdivision..	Simcoe Branch.....	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	19'3"	11'6"	Overhead Flume.

J. A. BRYAN, Assistant Superintendent.
H. J. McCALL, Assistant Superintendent.
M. A. FARNSWORTH, Trainmaster.
G. L. SLORAH, Trainmaster.
W. L. WOOD, Trainmaster.
R. A. TINGLEY, Trainmaster.
M. W. SCOTT, Trainmaster.
L. W. GLEASON, Trainmaster.
G. H. JOHNSON, Chief Dispatcher.