

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **IDAHO DIVISION**

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# **Special Instructions No. 8**

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

**Tuesday, January 1, 1946**

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

**Employes 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.**

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**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—

### Maximum Speeds Permitted—

The maximum speeds in miles per hour permitted are listed by zones for each Subdivision.

Except on mountain grades, passenger trains with diesel-electric engines and all light weight cars may run at speeds ten (10) miles per hour faster than passenger trains with steam engines.

### Speed Restrictions Account Curves, etc.—

Reductions of speeds, within the zones listed for each Subdivision, when necessitated by curves or for other reasons, are designated by Advance Warning, Reduce Speed and Resume Speed signs.

The maximum permissible speeds in miles per hour for trains with steam engines are shown on the signs.

Except on mountain grades, passenger trains with diesel-electric engines and all light weight cars may operate through the restricted zones at speeds ten (10) miles per hour faster than those shown on the signs.

### Speed Restrictions, Miscellaneous—

The locations where reduced speeds are required, for such reasons as city ordinances, bridges, etc., where not designated by Advance Warning, Reduce Speed and Resume Speed signs, are listed for each Subdivision and appear directly after the list of maximum speeds permitted.

J Manifest freight trains ..... 35 MPH.

All trains and engines:

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

Over spring switches—

In facing point direction,

If not equipped with facing point lock..... 30 MPH.

If equipped with facing point lock..... Normal Speed

In trailing point direction,

When movement actuates switch points..... 30 MPH.

On track for which switch is lined..... Normal Speed

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

Handling steam wrecking cranes, pile drivers or locomotive cranes ..... 30 MPH.

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

Engines— Classes—	Handling trains	Running light
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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, Y, Y-1, Y-3 .....	40 MPH.	35 MPH.
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Z-3, Z-4 .....	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:		
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All A and Q and classes Z-6, Z-7 and Z-8.....	50 MPH.	
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S-4, T, T-1, W to W-5 inc., Y-2.....	35 MPH.	
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Z-5, S-10, Y, Y-1, Y-3 .....	30 MPH.	
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Z-3, Z-4 .....	25 MPH.	
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Coming from shops, under steam, to prevent running hot:		
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All A and Q and classes Z-6, Z-7 and Z-8.....	50 MPH.	
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S-4, T, T-1, W to W-5 inc., Y-2.....	35 MPH.	
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Z-5, S-10, Y, Y-1, Y-3 .....	30 MPH.	
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Z-3, Z-4 .....	25 MPH.	
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Main Line—With main and side rods removed:		
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All A and Q and classes Z-6, Z-7 and Z-8.....	30 MPH.	
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Z-5, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....	25 MPH.	
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Z-3, Z-4 .....	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.
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Z-5, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....	30 MPH.
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Z-3, Z-4 .....	25 MPH.
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Branch Lines—with either or both main and side rods removed:

All A and Q classes .....	25 MPH.
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All other classes .....	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.
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Other engines .....	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 for engines coming from shops under steam.

Diesel-electric, 660 HP Nos. 125 to 130 inc., when handled dead in train .....	45 MPH.
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Diesel-electric, other engines, when handled dead in train .....	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. Double headers of engines of different classes carry the restrictions applicable to double headers of the heavier class of the combination.

Double-Heading Restrictions—Engines, Classes A-2 to A-5 or Z-5 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-5 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 not be displayed at night on train order signals on the 5th, 7th, 8th, 9th, 11th and 13th Subdivisions. Trains will be governed by the day indications of these train order signals.

4. Rule D-97 applies to all divisions.

5. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on 5th, 7th, and 13th Subdivisions; on 8th Subdivision between Connell and Adrian; and on 9th Subdivision between Attalia and Dayton; and also in special cases authorized by the Superintendent and protected by train order.

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

7. 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.

8. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives.
9. Electric Switch Locks—To operate, open door of electric switch lock and, if indicator shows "proceed", move lock lever to the left, which will unlock switch and permit it to be opened and movement may be made at once. If indicator shows "stop", and conflicting train movement is not evident, open door of release box and push the push button. This will start operation of clock-work release, which will run down in three minutes and, at the end of that time, indicator will show "proceed" and switch can be unlocked by moving lever to the left. Restore lock lever, close and lock doors of electric locks and release boxes when switches are restored to normal position.

10. On double track, trains handling logs will not be permitted to meet passenger trains between stations. Conductors will notify Dispatcher when there are logs in their trains and secure train order that passenger trains will be held at next station until they have arrived.

On single track, trains handling logs, when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.

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

12. 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.

13. 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.

14. Watch Inspectors—

Spokane .....	Swanson Jewelry.
Pullman .....	F. & M. Jewelry.
Lewiston .....	M. L. Haines; T. L. Dean.
Pasco .....	Swanson Jewelry, Glasow's Jew- elry
Walla Walla .....	Falkenberg Jewelry.
Yakima .....	Carson and Stedman.
Ellensburg .....	Phillips Jewelry.

## FIRST SUBDIVISION.

### MAIN LINE

1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Paradise and MP 41 (between Belknap and Talc) .....	50	60	70
MP 41 and MP 57 (between Trout Creek and Tuscor) .....	50	70	80
MP 57 and MP 95 (between Clarks Fork and Denton) .....	50	60	70
MP 95 and MP 0 (at Kootenai)	50	70	80
MP 0 and MP 27 (between Granite and Athol) .....	50	60	70
MP 27 and Irvin .....	50	70	80
Irvin and Yardley, both tracks	50	70	80

Over street crossings within corporate limits—

Plains and Thompson Falls .....	30 MPH.
At Trout Creek, passing coal dock.....	40 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, 47 and 48 .....	15 MPH.
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Bridge 92 between Cabinet and Clarks Fork—

Engines class Z-5 .....	20 MPH.
Lighter classes .....	30 MPH.

Bridge 3.2 between Sand Point and Lignite.....20 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 S. I. Ry. 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 adjacent 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 supervision 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 without being in possession of the staff. Trackage between right of way markers and Staff Block sign is operated under N. P. Ry. Operating 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 obtained 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—Receiving 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 arrival 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 otherwise 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 automatically operated dual control. Normal position is for the westward track. Time of all trains applies at the switch.  
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 Havana Street.
10. **Train Inspection**—Westward freight trains must be inspected at, or before passing Trout Creek and at or before passing Cocolalla. Eastward freight trains must be inspected at Kootenai, and at or before passing Trout Creek.
11. **Spring Switches**—At Paradise, west switch equipped with facing point lock.  
At Yardley, both ends of single track and also yard lead connection 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 eastward.  
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 from double track, and from yard lead to this single track will be governed by block signals, whose indications supersede the superiority of trains.

16. **Register Stations**—

Paradise.

Clarks Fork, for trains originating and terminating.

Athol, for trains originating and terminating.

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

Kootenai, for trains originating and terminating.

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

## SECOND SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions**—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Yardley and Spokane— both tracks .....	50	60	70
Spokane and Marshall, eastward trains running against current of traffic: MP 7 to MP 4 .....	50	50	50
MP 4 to MP 3 .....	50	55	55
MP 2 to MP 1 .....	35	35	35
Spokane and Marshall—both tracks with current of traffic: Marshall and MP 49 (between Concord and Keystone) .....	50	60	70
MP 49 and MP 64 (east switch at Ritzville) .....	50	70	80
MP 64 and MP 65 (1125 ft. west of passenger station Ritzville) .....	50	60	70
MP 65 and MP 75 (3734 ft. west of west switch Paha) ..	50	70	80
MP 75 and MP 125 (between Mesa and Eltopia) .....	50	60	70
MP 125 and Pasco .....	50	70	80

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

At Spokane through U. P. interlocking.....25 MPH.

Over street crossings within corporate limits:

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

2. **Bridge and Engine Restrictions**—

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

Between Yardley and Pasco—Engines Classes Z-5, Z-6, Z-7, Z-8 and all A Classes permitted only on following back tracks:

Between Yardley and Erie Street.....Old Main Track.

Erie Street Yard .....

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.

Fishtrap .....Spur.

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

Pifer .....Spur.

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.

Lind . . . . .All tracks.

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

Hatton . . . . .Warehouse track.

Connell . . . . .Wye tracks.

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

3. **Spokane—U. P. Interlocking—Engine whistle signals—**

**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.

**EASTWARD**

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.

4. **Marshall Interlocking—Signal Indications:**

**WESTWARD**

Three-arm semaphore type, located to the right of westward main track:

Top arm—Second Subdivision single track.

Middle arm—From westward main track to Sixth Subdivision or SP&S.

Bottom arm—From westward main track to siding or single track.

Note:—Bottom arm all masts is restricting.

Dwarf semaphore type, located to the right of eastward main track:

From eastward main to single track.

**EASTWARD**

Two-arm semaphore type, located to the right of SP&S connection:

Top arm—From SP&S connection to eastward main.

Two-arm semaphore type, located to the right of Sixth Subdivision main track:

Left-hand signal: Top arm—From single track to eastward main.

Right-hand signal: Top arm—From Sixth Subdivision to eastward main.

Note:—Bottom arm all masts is restricting.

**WHISTLE SIGNALS**

**WESTWARD:**

Westward main to Second Subdivision single track . . . . .3 long, 1 short  
Sixth Subdivision . . . . .1 long, 2 short, 1 long  
Siding . . . . .1 long, 1 short, 1 long, 1 short  
SP&S connection . . . . .1 long, 1 short, 1 long

**EASTWARD:**

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.

7. **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.

Third Subdivision instructions govern.

10. **Train Inspection.**—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.

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 main 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 and all westward 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—

Zone—Between	Freight and mixed		Passenger	
	Steam	Diesel	Steam	Diesel
Pasco and Prosser (west switch) .....	50	60	70	
Prosser (west switch) and Yakima (passenger station) .....	50	70	80	
At UP crossing—Interlocking (between Parker and Union Gap) .....	40	50	50	

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.....30 MPH.

At Wapato—Trains which dispatch mail without stopping .....25 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-1 .....30 MPH.

All engines, over the draw span .....20 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, High-line pocket, east extension and West No. 1, New Yard.

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

Yakima—Engines Classes A-2 to A-5, inclusive, and Z-5 to Z-8, inclusive, not permitted on Yard Tracks 6, 7, 8, 9, 10 and 11, or on tracks west of passenger station except main track, High-line No. 1 and old eastward siding.

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 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 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. route; lower light governs SP&S route.

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. Dual Control Switch—

At SP&S Jct., switch is normally lined for NP main track and may be electrically operated with remote control by the operator at Pasco.

#### 9. Spring Switches—

At Pasco, 350 ft. east of Columbia River Bridge equipped with facing point lock.

At Kiona, east end of siding, equipped with facing point lock.

#### 10. Sidings—

Badger: North siding is westward, south siding is eastward.

Gibbon: Siding east of Fourth Subdivision connection is westward.

Siding west 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.

At Union Gap: Siding extends westward and is connected with the east lead of the Yakima freight yard. Westward trains arriving Yakima freight yard will, unless otherwise directed by train order, enter the yard by way of the crossover located 4320 ft. west of MP 87. Eastward trains leaving Yakima freight yard may use the Union Gap 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.  
Normal position of switch leading to siding extending between east end of Yakima yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.  
Tacoma Division instructions govern.
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**—

Zone—Between	Engines W-3 and heavier	Classes Lighter than W-3
Gibbon and Parker .....	30	40 MPH.
Over street crossings within corporate limits: Sunnyside, Granger and Zillah .....	30 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.

At Sunnyside—Engines heavier than Class W-3 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 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, and while occupying U.P. tracks will be governed by U.P. RR., Rule 93.

4. **Between Donald and Parker**—U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and N.P., is gov-

erned 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 signal does not clear after one minute and there is no other train between the interlocking home signals, trains will proceed under flag protection between the home signals governing gantlet track. Release box is located at end of bridge. There are two switches to be lined by N.P. trains at the east end of the bridge. Normal position of switches is for U.P.

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

6. **Register Stations**—

Gibbon.

7. **Register Exceptions**—

Gibbon, westward trains will register by Form 608.

## FIFTH SUBDIVISION. (FORT SHERMAN BRANCH)

1. **Speed Restrictions**—

Zone—Between  
Coeur d'Alene and Hauser.....20 MPH.  
Trains handling wrecking cranes 41, 42 and 43..... 15 MPH.

2. **Bridge and Engine Restrictions**—

Engines Class S-4 and lighter, only, permitted.  
Wrecking cranes 44, 45, 46, 47 and 48 not permitted.  
Bridge 10, over S. I. Ry. between Post Falls and Blackwell .....10 MPH.  
Wrecking cranes 41, 42 and 43 ..... 5 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 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.

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

5. **Register Stations**—Hauser.

6. **Clearance Exception**—

At Coeur d'Alene trains will not require clearance.

## SIXTH SUBDIVISION. (PALOUSE AND LEWISTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Freight and mixed	
Marshall and Howell, .....	40	45 MPH.
when engines heavier than Q-4 are used or freight equipment handled .....	---	40 MPH.
Engines classes W-3 and W-5 .....	40	40 MPH.
Belmont and Farmington .....	15	15 MPH.
Engines class W, around curves between Belmont and Hayfield .....	8	8 MPH.
Howell and Kendrick, Mountain Grade— Descending .....	20	30 MPH.
Ascending .....	30	30 MPH.
Kendrick and Arrow .....	40	45 MPH.
when engines heavier than Q-4 are used, or freight equipment handled..	---	40 MPH.

Spangle—Over Third Street ..... 25 MPH.

Garfield—Over street crossings ..... 20 MPH.

Pullman—Over Kamiaken Street ..... 20 MPH.

Moscow—Over street crossings ..... 12 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, and wrecking cranes 45, 46, 47 and 48 not permitted between Belmont and Farmington.

Bridge 28, between Rosalia and Donahue. Engines Classes W-3, W-5 .....30 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-5 .....20 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-5 .....20 MPH.

Bridge 123, between Juliaetta and Arrow. Engines Classes Q-5, Q-6, W-3 and W-5 .....20 MPH.

Wrecking cranes 45, 46, 47 and 48;

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 exceed .....15 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 28 .....30 MPH.

Bridges 56 and 58 .....20 MPH.

Bridge 123 .....10 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.

Academy.....Spur.

Freedom.....Spur.

Rosalia.....Oil spur.

Donahue.....Siding.

McCoy.....Siding.

Flaig Spur.....Spur.

Oakesdale.....Mill and House Track.

Duckworth.....Spur.

Belmont.....Elevator Track.

Eden.....Siding.

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 and long spur east of stock yard.

Joel.....Elevator track.

Troy.....Brick and mill spur.

Bovard.....Siding.

Kendrick.....Siding, elevator and house track except east 300 feet of house track.

Juliaetta.....Elevator track.

## 3. At Marshall—Sixth Subdivision trains will use whistle signal—

Rule 14(t) or (u) as occasion requires.

Second Subdivision instructions govern.

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 U. P. RR., 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.

## 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 tele-

graph 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.

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—**

Zone—Between	
Pullman Jct. and Staley .....	20 MPH.
Staley and Johnson, except .....	20 MPH.
engines Class T and heavier .....	15 MPH.
Johnson and Colton .....	20 MPH.
Colton and Genesee, except .....	20 MPH.
engines Class T and heavier .....	15 MPH.
Wrecking cranes 41, 42, 43 and 44.....	15 MPH.
At Genesee—on wye tracks .....	5 MPH.

**2. Bridge and Engine Restrictions—**

Engines class W-3 and heavier, and wrecking cranes 45, 46, 47 and 48 not permitted.

**3. Clearance Exception—**

Clearance issued at Pullman will also apply at Pullman Jct.

**EIGHTH SUBDIVISION.  
(WASHINGTON CENTRAL BRANCH)**

**1. Speed Restrictions—**

Zone—Between	Freight and mixed	Passenger Steam	Motor
Cheney and Odair .....	35	35	40 MPH.
Davenport and Eleanor .....	10	10	10 MPH.
MP 117 and MP 121 (between Bacon and Adco) .....	10	10	10 MPH.
Odair and Connell (except be- tween MP 117 and MP 121)....	20	20	20 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 between Adco and Wheeler wrecking cranes 45, 46, 47 and 48 .....15 MPH.

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

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

**5. At Odair—**Normal position of main track switches is for the through route to Connell via the short leg of the wye.

**6. At Adco—**The normal position of the main track switch is for route to Adrian. Target shows red for this position.

**7. 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.

**8. Register Stations—**

Cheney. Connell. Coulee City.

**9. Register Exceptions—**At Cheney, trains Nos. 315 and 316 will register by form 608.

**10. Deraill Switches on main track—**

Eleanor.....Ninety feet east of east switch.

**NINTH SUBDIVISION.  
(WALLA WALLA BRANCH)**

**1. Speed Restrictions—**

Zone—Between	Freight and mixed	Passenger Steam	Motor
Pasco and Walla Walla .....	35	40	45 MPH.
Walla Walla and Dayton .....	30	35	35 MPH.
Tracy Jct. and Tracy .....	20	20	20 MPH.
On sharp curves and bridges between MP 75 and MP 84, (between Dixie and Coppei)....	20	20	20 MPH.
When handling pile driver or locomotive crane— Ainsworth Jct. and Walla Walla .....	20 MPH.		
Walla Walla and Dayton .....	15 MPH.		

At Pasco—All movements over passenger station tracks, or approach to and over crossovers and switches leading to these tracks, at restricted speed.

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.

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.

Between Waitsburg Jct. and Dayton, U. P. Engines 730 to 765, inclusive, and 1745 to 1760, inclusive, permitted.

Bridge 3, between Ainsworth Jct. and Burbank. Doubleheader engines classes Q-1 and Q-3, and wrecking cranes 41 to 48 inc., not permitted.

Engines Classes Q, S-4 and S-10 and single header classes Q-1 and Q-3 .....

Lighter classes .....20 MPH.  
Diesel engines, single header, 1000 HP and lighter.....10 MPH.

### 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.

Bridge 3—Trains handling such cars ..... 8 MPH.

### 3. Dual Control Switches—

At Pasco, switch at east leg of wye connecting with SP&S is normally lined for west leg of wye and may be electrically operated with remote control, by the operator at Pasco.

At Ainsworth Jct.—Be governed by current SP&S Ry instructions.

4. At Attalia—Derail on dead leg of wye adjacent to Eleventh Subdivision main track. Trains may expect to find this track blocked with cars.

5. At Walla Walla—Within yard limits, trains Nos. 347 and 348 will observe Rule 93 the same as is required of second class and inferior trains.

6. Yard Limits—Tracks between yard limit signs east of Walla Walla and west of Tracy Jct., operated as one yard.

### 7. Register Stations—

Pasco (To apply at Ainsworth Jct.) Attalia, Eureka, Walla Walla, Waitsburg Jct., Dayton.

### 8. 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.

### 9. Derail Switches on Main Track—

Kibbler (Between Harbert and Tracy)—Tracy.

## TENTH SUBDIVISION.

### (EUREKA BRANCH)

#### 1. Speed Restrictions—

Zone—Between  
Eureka and Pleasant View ..... 15 MPH.

#### 2. Bridge and Engine Restrictions—

Engines heavier than Class Q-3 not permitted.

3. At Pleasant View—Normal position of west switch is for elevator track.

4. Register Stations—Eureka.

#### 5. Clearance Exceptions—

At Pleasant View, trains will not require clearance.

## ELEVENTH SUBDIVISION.

### (PENDLETON BRANCH)

#### 1. Speed Restrictions—

Zone—Between	Freight and mixed		Passenger	
	30	35	35	45 MPH.
Attalia and MP 7 .....	30	35	35	45 MPH.
MP7 and Apex or Duroc, Mountain Grade; Descending..	20	30	30	30
Ascending..	30	30	30	30
Apex and Pendleton .....	30	35	35	45
Smeltz and MP 8 (two miles west of Wayland) .....	25	25	25	25
MP 8 and Athena .....	15	15	15	15
Attalia and Pendleton, trains handling pile driver or locomotive crane .....	20 MPH.			

### 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 44 .....10 MPH.  
Engines Classes Q, S-4 and S-10 .....20 MPH.  
Wrecking cranes 45, 46, 47 and 48; 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 U. P. RR. 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 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. Mountain Grade Operation Between Apex or Duroc and M. P. 7—

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.

#### 9. Register Stations—

Attalia, Smeltz, Athena, Pendleton.

#### 10. Clearance Exception—

Clearance issued at Pasco will also apply at Attalia.

At Wallula, unless otherwise directed, eastward trains must secure clearance.

#### 11. Main Track—Derail.

Smeltz (Athens Branch).

**TWELFTH SUBDIVISION.**  
(SNAKE RIVER BRANCH)

- Speed Restrictions—**  
Zone—Between  
Riparia and Snake River Jct.....25 MPH.  
Trains handling pile driver or locomotive crane.....20 MPH.  
Trains handling wrecking cranes 41, 42, 43 or 44.....15 MPH.  
Through Tunnel No. 1, seven miles east of Windust.....15 MPH.  
At Riparia, engines using wye .....15 MPH.  
East of M. P. 14 and between M. P. 38 and 39, falling rocks may be found.
- Bridge and Engine Restrictions—**Engines heavier than Class W, and wrecking cranes 45, 46, 47 and 48 not permitted.
- At Riparia,** normal position crossing gates is for U. P. trains.
- Register Stations—**  
Riparia—Pasco.

**THIRTEENTH SUBDIVISION.**  
(SIMCOE BRANCH)

- Speed Restrictions—**  
Zone—Between  
Wesley Jct., and White Swan.....25 MPH.  
Trains handling pile driver or locomotive crane.....20 MPH.  
Trains handling wrecking cranes 41, 42 and 43.....15 MPH.
- Bridge and Engine Restrictions—**  
Engines heavier than S-4, and wrecking cranes 44, 45, 46, 47 and 48 not permitted.
- 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	Ruling Grade	CLASS OF ENGINES										Diesel 5400 H. P.			
			A	W-5	W-3	W	W-1 W-2	S-4	Q-1	Q-4	Z-6 Z-7 Z-8					
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	3000	2150	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	2000	1850	1150	1250	900	860	3300						
	Marshall to Cheney.....	1.0	2200	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								
	Providence to Lind.....															
	Lind to Ritzville.....	0.7			2600	1750	1850	1250								
	Ritzville to Sprague.....	0.7			3400	2400	2600	1900								
Via S. P. & S. Eastward	Sprague to Fishtrap.....	1.0			2000	1400	1500	900								
	Fishtrap to Cheney.....	0.7			3500	2750	3000									
	Cheney to Yardley.....	1.0		4500	2200	1800	1900	1200	1015	1150	7000					
	Pasco to Marshall Jct.....															



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	760
	Colton to Genesee.....	0.3			1800	1500	1700	1700
Seventh Eastward	Genesee to Colton.....				1800	1500	1700	1700
	Colton to Johnson.....	1.1			900	760	860	860
Eighth Westward	Johnson to Pullman Jct.....							
	Cheney to Medical Lake.....	1.1	2095	1200	1350	900	760	860
	Medical Lake to Creston.....	1.2	1865	1150	1300	805	680	770
	Creston to Almira.....			1800	2000	1200	1015	1150
	Almira to Hanson.....	1.2	1865	1100	1250	775	670	780
	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	960		
	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	Smeltz to Athena.....	2.2				350		
	Pendleton to Apex.....	1.6				550		
Eleventh Eastward	Apex to Hunt.....							
	Athena to Smeltz.....	1.7				695		
Tenth Westward	Eureka to Pleasant View.....	1.1				1000		
	Pleasant View to Eureka.....	0.5				1500		

## 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.
10th Subdivision..	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.
11th 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.
12th Subdivision..	Pendleton Branch	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	22'0"	11'6"	Bridge No. 39.
13th 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)	18'1"	17'10"	17'6"	17'2"	17'1"	16'10"	16'6"	16'3"	16'0"	16'3"	20'2"	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"	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"	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"	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"	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"	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.	
10th Subdivision..	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.	
11th 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"	Bridge No. 39.	
12th Subdivision..	Pendleton 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.	
13th Subdivision..	Snake River Branch	19'9"	19'8"	19'6"	19'0"	18'10"	18'2"	17'7"	16'11"	21'10"	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.	

C. W. COIL, 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.  
G. H. JOHNSON, Chief Dispatcher.