

500

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 11

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

Tuesday, January 1, 1952

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.

**C. CORSER,
Assistant General Manager.**

**C. E. DORFLER,
Superintendent.**

**J. F. ALSIP,
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General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—		Maximum Speeds Permitted	
Passenger trains	.....	75 MPH.	
Freight and mixed trains	.....	50 MPH.	
"J" Manifest freight trains	.....	35 MPH.	
The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.			
Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.			
The definition of Restricted Speed as designated on Page 8 of the 1945 edition of the Consolidated Code of Operating Rules will continue to apply except where automatic block and interlocking rules and signals govern as specified above.			
Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).			
The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign.			
If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.			
Locations where reduced speeds are required, but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.			
All trains and engines, except as otherwise specified:			
Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise	.....	15 MPH.	
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment	.....	30 MPH.	
Handling 4-wheel scale test cars { Main Line	.....	35 MPH.	
and scale test car 251. { Branch Line	.....	25 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.	
Z-6, Z-7 and Z-8	.....	60 MPH.	50 MPH.
Z-5, Y, Y-1, Y-3	.....	40 MPH.	35 MPH.
Z-3, Z-4	.....	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	.....	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions	.....	15 MPH.	15 MPH.
All other steam engines, backing up	.....	30 MPH.	30 MPH.
(This restriction does not apply when engines are used as helpers not on head end of train.)			
Diesel-electric engines—			
No. 98	.....	35 MPH.	35 MPH.
400 and 600 series	.....	45 MPH.	45 MPH.
No. 525	.....	60 MPH.	60 MPH.
100, 700 and 800 series	.....	60 MPH.	60 MPH.
Nos. 500, 501 and 552-555 incl.	.....	65 MPH.	65 MPH.
5400 and 6000 series	.....	65 MPH.	65 MPH.
Nos. 550-551	.....	75 MPH.	65 MPH.
6500 and 6600 series	.....	75 MPH.	65 MPH.
Diesel-electric and gas-electric motor cars, in service or being towed—			
Cars B-3, B-12 and B-13	.....	55 MPH.	
Cars B-6, B-11 and B-14 to B-26 incl.	.....	65 MPH.	
Coming from shops, under steam, to prevent running hot:			
All A and Q and classes Z-6, Z-7 and Z-8	.....	50 MPH.	
S-4, T, T-1, W to W-5 inc., Y-2, Z-5	.....	35 MPH.	
Y, Y-1, Y-3	.....	30 MPH.	
Z-3, Z-4	.....	25 MPH.	

Main Line—With main and side rods removed:		
All A and Q and classes Z-6, Z-7 and Z-8	.....	30 MPH.
Z-6, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	.....	25 MPH.
Z-3, Z-4	.....	20 MPH.
With main rods removed and side rods in place:		
All A and Q and classes Z-6, Z-7 and Z-8	.....	35 MPH.
Z-6, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	.....	30 MPH.
Z-3, Z-4	.....	25 MPH.
Branch Lines—with either or both main and side rods removed:		
All A and Q classes	.....	25 MPH.
All other classes	.....	20 MPH.
On Bridges—with either or both main and side rods removed:		
Steam switch engines, without engine trucks	.....	15 MPH.
Other engines	.....	20 MPH.
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 engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines.		
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.		
Where there are no governing restrictions specified for double-headers in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes.		
Where doubleheader restrictions are specified, doubleheaders of different classes of engines will be governed by the restrictions applicable to doubleheaders of the heavier class.		
When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.		
When handling diesel-electric single unit road switcher or switch engines dead in freight trains, they shall be separated from the road engine and each other by at least one freight car. This does not apply to diesel-electric engines of two or more units.		
Diesel engines—Except as otherwise provided, diesel-electric engines specified in Item 1, may be operated over bridges under the same restrictions shown for Class T engines.		
To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.		
Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water movement must always be at very slow speed (2 to 3 MPH).		
Where diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.		
Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.		
Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.		

3. Use of Mars headlight on engines so equipped—

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required.

The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed.

The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17 (B), after which the red headlight shall be extinguished, and the standard white headlight turned on dim until opposing train is into clear on siding.

The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

4. 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.

5. Rule D-97 applies to all divisions.

6. 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.

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

8. Test of hand brakes of gas-electric or diesel-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.

9. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.

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

4 wheel scale test cars and scale test car 251 must be handled only in local freight trains. All scale test cars must be placed immediately ahead of caboose.

Cranes or similar machines geared for self-propulsion moving on commercial billing, must not be handled in time freight trains.

When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance.

Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to caboose in trains.

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

11. Electric Switch Locks—To operate the lock, unlock and open the door:

(a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.

(b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indicator will normally show proceed, then turn the lock handle to the left and line the switch.

(c) After final movement over the switch is made: Restore and lock switch in normal position. Turn the electric lock handle to the right until it rests on the stop block.

Close and lock the door of the electric lock.

(d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed.

When emergency release is used, there must be a wait of three minutes before switch is lined for movement.

After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

12. Spring Switches—

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows red to an approaching train or engine a trailing point movement actuating the spring switch points must not be made.

Signal operation at spring switches equipped for switch key operation—The normal indication of main track signal is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear.

If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement.

The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door.

When a train, light engine or any piece of equipment moves through a spring switch in such a manner as to throw the points, the conductor or a member of the crew shall observe if the signal governing movements in the opposite direction moves to the approach or the proceed position. If it remains in the stop position and there are no other train movements in evidence that would cause it to remain in that position, the dispatcher shall be notified from the nearest open telegraph office that the signal remained in the stop position and also, when practicable, the first opposing train cautioned.

13. 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.

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

15. Bulletin Stations—

Paradise—Passenger Station	East	
Yardley—Yard Office, Roundhouse	East	West
Spokane—Erie St. Yd. Office,	East	
Passenger Station	East	West

Cheney—Passenger Station East
 Pasco—Passenger Station, Roundhouse West
 Walla Walla—Passenger Station West
 Yakima—Passenger Station, Yard Office, Roundhouse West
 Lewiston—Passenger Station East
 East Lewiston—Yard Office, Roundhouse East
 Pullman—Passenger Station East
 Toppenish—Passenger Station West
 Designation "East" or "West" corresponds with territory assigned to East and West train and engine service employees.

16. 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.

17. Watch Inspectors—
 Dishman Mercier Jewelry.
 Spokane Swanson Jewelry.
 Pullman F. & M. Jewelry.
 Lewiston M. L. Haines; T. L. Dean.
 Pasco Watch Shop.
 Walla Walla Falkenberg Jewelry.
 Yakima Carson and Stedman.
 Ellensburg Phillips Jewelry.

FIRST SUBDIVISION. (MAIN LINE)

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Paradise and MP 41 (between Belknap and Childs)	50	60
MP 41 and MP 57 (between Trout Creek and Tuscior)	50	75
MP 57 and MP 95 (between Clarks Fork and Hope)	50	60
MP 95 and MP 63 (Irvin)	50	75
Irvin and Yardley, both tracks	50	75
Paradise and Kootenai, trains handling 79,000 series ore cars loaded with phosphate	40 MPH.	
Over public crossings within corporate limits:		
Thompson Falls	30 MPH.	
At Athol and Rathdrum, trains which dispatch mail without stopping	30 MPH.	

2. Bridge and Engine Restrictions—
 Bridge 92 between Colby and Clarks Fork:
 Engines class Z-5 20 MPH.
 Lighter classes 30 MPH.
 Bridge 3.2 between Sandpoint and Algoma—
 Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. 20 MPH.
 Lighter classes, over draw span only 30 MPH.
 Engines Class W-3 and heavier not permitted on following tracks:
 Plains Log and mill spurs.
 Weeksville Spur.
 Thompson Falls Stock spur east of stock yards.
 Kolliner Spur.
 Oden Spur.
 Coccolalla Spur.
 Hauser Storage track east of east frog of storage tracks No. 1 and No. 2.
 Irvin Cement plant lead, east of highway.

3. At Kootenai—The two main track switches and the connecting switches at east end of eastward siding and west end of westward siding adjacent to telegraph office will be handled by operator for train movements.

4. At Sandpoint—Time of first class trains applies at passenger station.
5. 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.
 If necessary to operate the switch manually for route, 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.
6. At Yardley—Time of first class trains applies at crossover Havana Street.
7. Train Inspection—Freight trains must be inspected between Childs and Tuscior and between Hope and Algoma.
8. Spring Switches—At Paradise, west switch equipped with facing point lock.
 At Belknap, east switch of siding, equipped with facing point lock and switch key signal operation.
 At Colby, east switch of siding, equipped with facing point lock and switch key signal operation.
 At Algoma, west switch of siding, equipped with facing point lock and switch key signal operation.
 At Granite, west switch of siding, equipped with facing point lock and switch key signal operation.
 At Yardley, both ends of single track and also yard lead connection to single track, equipped with facing point locks.
9. Sidings—
 At Paradise, house track will be used as siding for westward first class and passenger extra trains. Eastward siding will be used for eastward first class and passenger extra trains.
 Trout Creek: North siding is eastward; south siding is westward.
10. Yard Limits—
 Tracks between yard limit signs east of Kootenai and west of Sandpoint operated as on yard.
 Tracks between yard limit signs east of Yardley and west of Spokane operated as one yard.
11. Double Track—Between Yardley and Irvin, inferior trains may run ahead of superior trains with the current of traffic without train order authority. First class and passenger extra trains must not be delayed.
12. 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.
13. Register Stations—
 Paradise.
 Clarks Fork, for trains originating and terminating.
 Yardley, for second class and inferior trains, except passenger extras.
14. Clearance Exceptions—At Yardley, trains cleared at Spokane will not require clearance.

SECOND SUBDIVISION. (MAIN LINE)

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Yardley and Marshall, both tracks—with current of traffic	50	60
Spokane and Marshall, against current of traffic,		
Marshall and MP 2	50	50
MP 2 and MP 1	35	35

Marshall and Cheney (west switch)	50	60
Cheney and Fishtrap (west switch)	50	75
Fishtrap and MP 49 (between Sprague and Keystone)	50	60
MP 49 and MP 79 (between Paha and Lind)	50	75
MP 79 and MP 115 (east switch Cactus).....	50	60
MP 115 and Pasco	50	75
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 public crossings within corporate limits:		
Cheney	25	MPH.
Sprague	45	MPH.
Ritzville	30	MPH.

2. Bridge and Engine Restrictions—

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 YardTracks 1, 2, 3, 4, 5, 6, 7, 8, 9.
Spokane, all passenger station tracks and north and south running tracks.

Marshall—All tracks and Sixth subdivision main track east of Bridge 0.1 located 700 feet west of wye switch.

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

FishtrapSpur.

SpragueHouse track, Standard Oil spur, Mill spur, stock track extension, coal, Sanborn spur.

PiferSpur.

RitzvilleFreight house, old house track, west 300 feet and east 450 feet Green's track. Wood, Union Oil, Texas, Shell and Light spurs, West No. 2 track, Mill track to scale, west end of stock track to stock yard.

LindAll tracks except house track.

CunninghamEast 800 ft. of the house track.

HattonWarehouse track.

ConnellWye tracks.

Cactus PitAll tracks.

Mesa PitAll tracks, at 10 MPH.

EltopiaElevator 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—Fixed position.

Middle arm—From westward main track to Second or Sixth Subdivisions or SP&S connection.

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

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

From eastward main to Second, or Sixth Subdivisions, siding, or SP&S connection.

EASTWARD

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

Top arm—Fixed position.

Middle arm—From SP&S connection to eastward main track.

Bottom arm—From SP&S connection to westward main track.

Dwarf semaphore type located to the right of siding:

From siding to eastward or westward main track.

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

Top arm—From Second Subdivision single track to eastward main track.

Lower arm—From Second Subdivision single track to westward main track.

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

Top arm—Fixed position.

Middle arm—From Sixth Subdivision main track to eastward Second Subdivision main track.

Bottom arm—From Sixth Subdivision main track to westward Second Subdivision main track.

WHISTLE SIGNALS

WESTWARD:

Westward main to Second Subdivision	3 long, 1 short
Single track	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
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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 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.

9. Train Inspection—Freight trains must be inspected at or before passing Lind, moving via SP&S, at or before passing Washtucna, and at or before passing Lamont.

10. Spring Switches—At Marshall, west end of siding, equipped with facing point lock and switch key signal operation.

11. Sidings—At Cheney, passenger trains required to take siding, unless otherwise provided, 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.

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. **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.
15. **Register Stations**—
Yardley for second class and inferior trains, except passenger extras.
Spokane for first class trains and passenger extras.
Pasco.
Marshall Interlocking—Regular trains.
16. **Register Exception**—Marshall Interlocking—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.
17. **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	Maximum Speeds Permitted	
	Freight and Mixed	Passenger
Pasco and Vista (east switch)	50	60
Vista and MP 21 (between Badger and Kiona)	50	75
MP 21 and MP 40 (Prosser, east switch)....	50	60
MP 40 and MP 88 (east end Yakima).....	50	75
MP 88 and Yakima passenger station.....	50	60
At UP crossing—Interlocking (between Parker and Union Gap)	50	60
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	40 MPH.	
At Wapato—Trains which dispatch mail without stopping	30 MPH.	
Over public 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. Except engines heavier than S-4 not permitted on Kennewick Lbr. spur.
Kiona—Storage track.
Gibbon—Wye, storage, Nos. 1 and 2 tracks.
Prosser—Taggares, Croxton, Sampson and mill spurs.
Mabton—No. 2 and stock tracks.
Satus—Storage, team and beet track.
Toppenish—Stock, Standard Oil, Fruit, High-line and West No. 1 New Yard.
Wapato—Big Y team and house, stock, Hay Nos. 1 and 2 and yard lead.
Union Gap—House and Kieckhefer spur.
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.
When instructed by yardmaster, westward trains from freight yard shall use eastward main track to end of double track after signals to Kennewick have been cleared by operator. Such movements from yard to eastward main track against the current of traffic are governed by a dwarf signal located at the east end of the double track crossover. This signal has no approach circuit and for such movements is normally a Slow-Clear signal. 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**—Signal 34 is normally an Approach signal. When changed to a Clear signal 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. Between Pasco and North Richland—

Northern Pacific and Union Pacific operation over Government Railroad between Richland Jct., on the Union Pacific Yakima Branch and North Richland, a distance of 10 miles.

Movement of all trains or engines on the Government Railroad in both directions between Richland Jct., on the Union Pacific Yakima Branch east of Kennewick (Union Pacific Time-Table direction) and a yard limit sign on the Government Railroad, located at MP 43.8, approximately 3 miles west from Richland Jct. is governed by staff operation and from end of staff system to interchange yard or wye by yard limit rules and instructions from Government train dispatcher.

Staff box located at Richland Jct. contains divided staff, lettered "A" and "B".

The first train leaving Richland Jct. must know that both staffs—"A" and "B"—are in the box and must have in its possession staff lettered "A". Second train leaving Richland Jct. must have in its possession staff lettered "B". Both staffs "A" and "B" must be left in staff box located at Beginning of Yard Limits sign, which is located at MP 43.8, three miles west from Richland Jct.

First train on return movement entering staff limits must know that both staffs are in the box and must have in its possession staff lettered "A", and second train entering staff limits must have in its possession staff lettered "B". Both staffs lettered "A" and "B" must be left in staff box at Richland Jct. and box locked.

In case only one train movement is to be made in the staff limits, dispatcher will notify the crew, and that crew must have both staffs lettered "A" and "B" in its possession and retain them for the round trip.

Train or engine movements on Government Railroad from end of Staff system into interchange yard and wye at North Richland, which is ten miles from Richland Jct., will be governed by yard limit rules, instructions or signals issued by Government Railroad dispatcher.

When two trains are run, the first train arriving at interchange yard will remain at that point until the second train arrives at the interchange yard.

Train register located at Richland Jct. Conductor will register engine extra number, date and staff (either "A" or "B"), which has governed his train movement, and will leave his staff in staff box.

Maximum speed on Government Railroad.....25 MPH.

Ruling grade—Westward, 1.0—Eastward, 1.3.

Northern Pacific trains operating over Union Pacific tracks between UP connection at Kennewick and Richland Jct. will be governed by Union Pacific time-table and Consolidated Code Rules. Train orders authorizing their movement will be secured from UP operator at Kennewick. On return movement from Richland Jct. will register with UP operator at Kennewick.

The interchange yard at North Richland consists of four tracks—

No. 1—capacity 103 cars.

No. 2—capacity 66 cars

No. 3—capacity 61 cars.

No. 4—capacity 57 cars.

Government wye track is located just west of interchange yard.

West yard limit sign located 500 feet west of west wye switch. Station number for North Richland is KH-15.

Track 2 is receiving and Track 3 is delivering track.

UP train arriving at interchange yard head in on Track 2, stopping when into clear, cut off engine to return to east end of yard. NP train pull up main track, head through the crossover into Track 1, cut off caboose and back train into Track 2 up to UP setout, any overflow to be set out on Track 1, then turn engine and pick up east business which will be lined up on Track 3.

Government diesel engines will leave Cooke Siding, located about 3 miles west of Richland Jct., 7:50 AM, Monday through Friday, for North Richland. To avoid delays to government engines, NP trains on return trip from North Richland will remain at

North Richland until government engines have arrived there unless authorized by government yardmaster to proceed.

Conductors of trains operating between Pasco and North Richland will not handle waybills but will be furnished, by the Agent at Pasco, a list, Form 1551, which with two copies of conductor's switch list (one hard copy) will be delivered to government employee at interchange yard. One copy of list to be mailed to Agent at Pasco showing arriving time at interchange yard. No cars shall be handled from Pasco that are not shown on Form 1551. Government employee at interchange yard will furnish conductor three copies of list of cars to be picked up from interchange track, one of which will be mailed to Agent at Pasco showing time cars picked up.

10. Spring Switches—

At Pasco, west end of double track equipped with facing point lock.

At Kiona, east switch of siding, equipped with facing point lock and switch key signal operation.

At Union Gap, east switch of siding equipped with facing point lock.

11. Sidings—

Badger: North siding is westward, south siding 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.

12. At Union Gap—

Time of first class trains applies at switch at east end of siding. 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.

13. 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.

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

15. 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.

16. Register Stations—

Pasco—Yakima.

17. Clearance Exceptions—

At S. P. & S. Jct.:—Trains from S. P. & S. entering N. P. Third Subdivision will not require clearance.

FOURTH SUBDIVISION.

MAIN (SUNNYSIDE) LINE

- Speed Restrictions—**

Zone—Between	Engines W-3 and Heavier	Classes Lighter than W-3
Gibbon and Parker	30	40

Over public crossings within corporate limits:
Sunnyside, Granger and Zillah 30 MPH.
- 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 Granger—Brick Yard Spur can be used by engines class W-3, only as far as U. P. crossing.
At Sawyer—Engines heavier than W-2 not permitted on siding.
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—Doubleheader engines classes A-4, A-5, and Z-4 to Z-8 inc. not permitted.
Engines classes A-2 to A-5, inc. and Z-4 to Z-8 inc. permitted on following tracks only:
Whitstran—Siding, Utah Sugar, O'Brien, Betz, Davis-Baxter (2), Simplot (2) spurs.
North Prosser—All tracks.
Amos—Spur.
Grandview—Siding, old main, new (2) team tracks, Davis-Baxter No. 1 spur, Wash. State Hop Ass'n spur.
Sunnyside—Team, Seattle Pkg. Co. and Marble tracks 1 and 2.
Servu—Seattle Pkg. Co. track.
Granger—Siding and Centennial Mill spur.
Zillah—Siding, Nos. 2, 3 and new team.
Keck—Woodall's spur.
Buena—Transfer.
Sawyer—Nos. 1, 2, 3 and transfer.
Donald—West 600 ft. of whse. track.
- 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. R.R., Rule 93.
- Between Donald and Parker—**U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and N.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 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.
- Extra Trains—**Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.
- Register Station—**
Gibbon.
- Register Exceptions—**
Gibbon, westward trains will register by Form 608.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Coeur d'Alene and Hauser	20 MPH.
Trains handling wrecking cranes 41, 42 and 43 and pile driver 25	15 MPH.
- 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 and pile driver 25 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.

- At Coeur d'Alene—**All trains and engines stop and flag over Sherman Ave.
- Register Stations—**Hauser.
- Clearance Exceptions—**
At Coeur d'Alene trains will not require clearance.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Marshall and Howell	40	45
When engines heavier than Q-4 are used or freight equipment handled	40	40
Engines classes W-3 and W-5	40	40
Belmont and Farmington	25	25
Belmont and Hayfield around curves	15	15
Howell and Kendrick, Mountain Grade— Descending	20	30
Ascending	30	30
Kendrick and Arrow	40	45
when engines heavier than Q-4 are used, or freight equipment handled	40	40
Spangle—Over Third Street	25 MPH.	
Oakesdale—Over public crossings within corporate limits	25 MPH.	
Garfield—Over public crossings	20 MPH.	
Pullman—Over Kamiaken Street	20 MPH.	
Moscow—Over public crossings	12 MPH.	
Elsewhere within corporate limits	20 MPH.	
- 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, except are permitted on tracks 1 to 6, inc., and wye.
Engines heavier than class W-5 not permitted between Marshall and Arrow.
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, 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, and pile driver 25 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 41, 42, 43 and 44:
Bridges 105, 107 and 107.1 15 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 and 107.1
cranes must be spaced with one empty car between engine and crane and not exceed 15 MPH.

See also Mountain Grade Operation.

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-5 permitted on following tracks only:

Marshall	All tracks.
Dynamite	Siding.
Spangle	Siding and elevator spur.
Plaza	Siding and elevator track.
Rosalia	Siding, house track, pea plant spur.
McCoy	Siding.
Oakesdale	Siding, east 500 feet and west 500 feet of house track, pea plant track, mill spur.
Belmont	Siding, house track.
Garfield	All tracks.
Palouse	Siding, house track, GN Transfer, No. 1 of WI&M Transfer, elevator track, east 150 feet of River Track.
Fallon	Siding and elevator track.
Pullman	Siding, Nos. 1 and 2, elevator and coach tracks, house, engine, oil, machinery and Doten spurs.
Pullman Jct.	All tracks.
Sunshine	West 300 feet of siding.
Moscow	Siding, transfer, team, east 500 feet of College spur, long spur west of stockyards, west 200 feet of house track, Pure Seed spur.
Joel	Siding.
Howell	Siding.
Troy	Siding, house track, oil and Latah spurs.
Bovard	Siding.
Kendrick	Siding, house and elevator track.
Juliaetta	Siding and Mill spur.
Arrow	All tracks.

3. At Marshall—Train order signal does not govern trains moving to Sixth Subdivision or SP&S.
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.
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. R.R., 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. Sidings, at Spangle, Rosalia, Donahue, McCoy, Eden, Whelan, Pullman, Sunshine, Troy, Kendrick and Juliaetta are also used as industrial tracks. At Arrow, used for storage and interchange.

11. 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 train dispatcher is 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.

12. Mountain Grade Operation—Between Kendrick and Howell.

(a) 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 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.

(b) On trains handled with steam engine, or diesel-electric engine without dynamic brakes, 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.

(c) On trains handled with one four unit diesel-electric engine with dynamic brake in effective operating condition, retaining valve handles will be turned up as follows:

Trains of 2000 tons or less use no retainers.

Trains of over 2000 tons turn up retaining valve handles on 25 per cent of cars in train.

Stop at Kendrick to turn down retaining valve handles and cool wheels.

(d) In the event the dynamic brake feature is not operative on all four units of the diesel-electric engine, train must be handled as outlined in paragraph (b).

At Troy—Rule 221 (A) is amended as follows:

The normal indication of the train order signal for westward trains when operator on duty is stop, except when changed to proceed for a train for which there are no train orders and when there is no preceding train between Troy and Kendrick.

13. Between Troy and Kendrick—Rules 91 and 91 (a) for westward trains, are amended as follows:

At Troy, when operator goes off duty, he will enter on the register the record of any westward train which has not been reported clear at Kendrick, showing departing time, and following westward trains will register, and must not depart for at least 30 minutes behind preceding train.

At Kendrick—The operator shall not report a westward train clear at that station until the rear of the train has passed the train order signal 300 feet or the train is into clear on the siding.

At Troy—The operator must not clear a westward train until the operator at Kendrick has reported the last preceding train clear. If means of communication fail and last preceding train not reported clear at Kendrick, operator shall space trains 30 minutes apart, endorsing clearance "wire failure" and also the time the train may go.

14. Between Kendrick and Juliaetta automatic block signals in conjunction with detector fence.

Westward signal No. 1131 located 4540 feet east of MP 114 is a fixed approach signal displaying Indication, 501B, Figure 1.

Westward signal No. 1137 located 1540 feet east of MP 114 may display Indications, 501AA, Figure 3 or 501B, Figure 1.

Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 501B, Figure 1. Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 501AA, Figure 3 or 501B, Figure 1.

15. **Pusher District**—Between Lewiston and Moscow.
16. **Register Stations**—
Marshall, Interlocking Station.
Pullman.
Pullman Jct., on Tuesdays, Thursdays and Saturdays, unless otherwise instructed, No. 311 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.
17. **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.
At Pullman—Trains 661 and 662 will register by Form 608 and will be furnished check of register by train order or Form 602.
18. **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.
At Arrow, eastward trains will not require a clearance if train order signal indicates proceed, except during the assigned hours of telegraph service.

SEVENTH SUBDIVISION. (GENESEE BRANCH)

1. **Speed Restrictions**—
Zone—Between
Pullman Jct. and Genesee 40 MPH.
At Genesee—on wye tracks 5 MPH.
2. **Bridge and Engine Restrictions**—
Engines heavier than class W-5 not permitted.
Engines heavier than W-2 not permitted on any sidings or back tracks between Busby and/or at Genesee.
3. **Clearance Exception**—
Clearance issued at Pullman will also apply at Pullman Jct.
4. **Sidings**, except at Colton, are also used as industrial tracks.

EIGHTH SUBDIVISION. (WASHINGTON CENTRAL BRANCH)

1. **Speed Restrictions**—
Zone—Between
Cheney and Odair 35 35 40
Davenport and MP 3 30 30 30
MP 3 and Eleanor 10 10 10
MP 117 and MP 121 (between
Bacon and Adco) 10 10 10
Odair and Connell (except be-
tween MP 117 and MP 121) 20 20 20
- Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. Bridge and Engine Restrictions—

Engines heavier than class W-2 not permitted, except between Cheney and Coulee City and between Davenport and MP 3 engines class W-3 and lighter permitted.

Between Odair and Connell, wrecking cranes 45, 46, 47 and 48 not permitted.

Between Davenport and Eleanor, engines heavier than class S-4 not permitted, beyond MP 3.

Engines class W-3 permitted only on following tracks between Cheney and Coulee City:

Medical Lake All tracks, except Quarry Spur.
Deep Creek Sand Spur.
Hite Siding.
Reardan All tracks, except Standard Oil and
Grange spurs.
Mondovi Siding.
Davenport Siding, house; west 500 feet of elevator
track, wye and 500 feet of Seattle
Branch main track.
Rocklyn Siding.
Telford Spur.
Creston Siding, house track.
Wilbur East and west 500 feet house track, east
and west 500 feet elevator track, Grain
Growers, Standard Oil and mill spurs.
Govan Siding.
Almira House track, east and west 300 feet
elevator track.
Hartline East and west 300 feet house track, east
and west 300 feet elevator track.
Odair Inside wye tracks.
U. S. Govt. Yards All tracks except track scale on No. 3
not protected by dead rails, engines
heavier than 100 tons not permitted to
cross over.
Coulee City All tracks east of passenger station.

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 located on east leg of wye until main track switch is lined for eastward movement and will be governed by Rule 509(A). When signal 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 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.
7. **Sidings**, except at Davenport, Creston, Bacon, and Ritell are also used as industrial tracks.
8. **Register Stations**—
Cheney. Connell. Coulee City.
9. **Register Exceptions**—At Cheney, trains Nos. 315 and 316 will register by Form 608.
10. **Derail Switches on main track**—
Eleanor Ninety feet east of east switch.

NINTH SUBDIVISION. (WALLA WALLA BRANCH)

1. **Speed Restrictions**—
Zone—Between
Pasco and Walla Walla 35 40 45
Walla Walla and Dayton 30 35 35
Tracy Jct. and Tracy 20 20 20
On sharp curves and bridges be-
tween MP 75 and MP 84, (be-
tween Dixie and Coppei) 20 20 20

When handling pile driver or locomotive crane—
 Ainsworth Jct. and Walla Walla20 MPH.
 Walla Walla and Dayton15 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

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 limits12 MPH.

At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.

2. Bridge and Engine Restrictions—

Engines classes L-9, L-10, G-1, G-2, T and T-1 not permitted.

Engines classes Q-4 and heavier, not permitted, except class Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 500 class, 1500 HP, are 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, Q-3 and Q-4, and wrecking cranes 41 to 48 inc., and pile driver 25 not permitted.

Engines classes S-4 and single header classes Q-1, Q-3 and Q-4 8 MPH.

Lighter classes20 MPH.

Diesel engines, single header, 1500 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.

At Main Street Crossing, highway traffic lights installed. Before train or engine movements are made over this crossing traffic lights must be set at stop. Traffic lights are controlled by switches located in metal boxes on traffic signal post on either side of street and north of track. After movement is completed traffic signal lights cleared by operating switch on traffic light post on either side of the crossing. Traffic alarm gong installed at this crossing. When this gong is ringing Fire Department or other emergency run is being made, and trains and engines will not obstruct or pass over crossing until bell has stopped ringing.

Trains and yard engines will stop and flag over the first street west of Main Street and approach other crossings at restricted speed.

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

7. Sidings, except at Burbank and Two Rivers are also used as industrial tracks.

8. Register Stations—

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

9. 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.

10. Derail Switches on Main Track—

Kibbler (Between Harbert and Tracy)—Tracy.

TENTH SUBDIVISION.

(EUREKA BRANCH)

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between
 Eureka and Pleasant View15 MPH.

2. Bridge and Engine Restrictions—

Engines heavier than Class Q-3 not permitted, except Class Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 500 class, 1500 HP, are 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— Maximum Speeds Permitted

Zone—Between	Freight and Mixed	Passenger Steam	Motor
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Attalia and MP 7	30	35	45
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MP 7 and Apex or Duroc, Mountain Grade; Descending....	20	30	30
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Ascending.....	30	30	30
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Apex and Pendleton	30	35	45
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Smeltz and MP 8 (two miles west of Wayland)	25	25	25
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MP 8 and Athena	15	15	15
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Attalia and Pendleton, trains handling pile driver or locomotive crane20 MPH.

Advance-warning signs are located 1500 feet in advance of Reduce speed signs.

2. Bridge and Engine Restrictions—

Engines Classes heavier than T not permitted, except Class Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 500 class 1500 HP, are permitted.

Bridges 7 to 17 inclusive, between Hunt and Van Sycle—

Engines classes T, T-1, Q-3 and Q-4 and wrecking cranes 41, 42, 43 and 44 and pile driver 25.....10 MPH.

Engines Class S-420 MPH.

Wrecking cranes 45, 46, 47 and 48; Bridge 415 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. **Sidings**, except at Hunt and Apex are also used as industrial tracks.
9. **Mountain Grade Operation Between Apex or Duroc and MP 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.
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**—Maximum Speeds Permitted
Zone—Between
Riparia and Snake River Jct.25 MPH.
Trains handling locomotive crane or pile driver, except pile driver 2520 MPH.
Trains handling wrecking cranes 41, 42, 43 or 44 and pile driver 2515 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, and wrecking cranes 45, 46, 47 and 48 not permitted.
3. **At Riparia**, normal position crossing gates is for U. P. trains.
4. **Sidings**, except at Perry and Windust are also used as industrial tracks.
5. **Register Stations**—
Riparia—Pasco.

THIRTEENTH SUBDIVISION. (SIMCOE BRANCH)

1. **Speed Restrictions**—Maximum Speeds Permitted
Zone—Between
Toppenish and White Swan25 MPH.
Trains handling pile driver (except pile driver 25) or locomotive crane20 MPH.
Trains handling wrecking cranes 41, 42 and 43 and pile driver 2515 MPH.
2. **Bridge and Engine Restrictions**—
Engines heavier than S-4, and wrecking cranes 44, 45, 46, 47 and 48 not permitted.
3. **At White Swan**—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur.
4. **Clearance Exception**—
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 ENGINE										This rating is made to govern ruling grades only and will in no manner interfere with handling additional tonnage where the grades will permit.	
		Ruling Grade	A	W-3 W-5	W	W-1 W-2	Q-4	Z-6 Z-7 Z-8	Diesel 5400 H. P.	Diesel 6000 H. P. Nos. 6000 to 6006	Diesel 6000 H. P. Nos. 6007 to 6020	Diesel 1500 H. P. No. 525	Diesel 1500 H. P. Other		
First Westward	Paradise to Athol.....	0.5	4000	3300	2400	2600	1700	6500	8000	8000	8000	4180	2750		
	Athol to Yardley.....														
	Yardley to Athol.....	0.4	4500	3800	3000	3200	1900	7000	8500	8500	8500	4850	3200		
First Eastward	Athol to Kootenai.....		4500	4000			1950	7000	8500	8500	8500	4850	3200		
	Kootenai to Trout Creek.....	0.4	4500	3800	2900	3100	1850	7000	8500	8500	8500	4850	3200		
	Trout Creek to Paradise.....	0.4	4500	4000	3300	3500	1950	7000	8500	8500	8500	4850	3200		
Second Westward	Yardley to Marshall.....	1.1		1850	1150	1250	860	3300	4450	4800	5850	2240	1450		
	Marshall to Cheney.....	1.0		2000	1350	1450	935	3400	4550	5200	6400	2430	1600		
	Cheney to Lind.....														
Second Eastward	Lind to Providence.....	0.6		2800	1800	1975		5000	6500	7900	8500	3600	2400		
	Providence to Pasco.....														
	Pasco to Cunningham.....	0.7		2600	1800	1850		4500	5740	7000	8500	3250	2150		
	Cunningham to Providence.....	1.0		2000	1400	1500		3600	4870	5200	6400	2430	1600		
	Providence to Lind.....														
	Lind to Ritzville.....	0.7		2600	1750	1850		4500	5740	6400	8500	3250	2150		
	Ritzville to Sprague.....	0.7		3400	2400	2600		4500	5740	7000	8500	3250	2150		
	Sprague to Fishtrap.....	1.0		2000	1400	1500		3600	4870	5200	6400	2430	1600		
	Fishtrap to Cheney.....	0.7		3500	2750	3000		4500	5740	7000	8500	3250	2150		
Via S. P. & S. Eastward	Cheney to Yardley.....	1.0		2200	1800	1900	1150	3600	4870	5200	6400	2430	1600		
	Pasco to Marshall Jct.....			4000				7000	8500	8500	8500	4850	3200		

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N.P. & S. P. & S. Eastward

SUB-DIVISION	DISTRICT	CLASS OF ENGINE											
		Ruling Grade	W		W-1 W-2	S-4	Z-6 Z-7 Z-8	Diesel 5400 H. P.	Diesel 6000 H. P. Nos. 6000 to 6006	Diesel 6000 H. P. Nos. 6007 to 6020	Diesel 1500 H. P. No. 525	Diesel 1500 H. P. Other	
			W-3 W-5										
Third Westward	Pasco to Kennewick.....												
	Kennewick to Badger.....	0.8	2450	1700	1800	1150	4500	5500	5800	8300	3300	2100	
	Badger to Prosser.....	0.8	3125	2100	2400	1550	5000	6500	7500	8300	3300	2100	
	Prosser to Toppenish.....	0.2	3200	2400	2750	1850							
	Toppenish to Yakima.....	0.3	3200	2300	2700	1750							
Third Eastward	Yakima to Kiona.....	0.5											
	Kiona to Badger.....	0.5	3800	2800	3000	1600	6500	8000	8500	8500	4400	2750	
	Badger to Pasco.....												
	Gibbon to Parker.....	1.0	3200	2300	2700	1550		6500	7500	7500	2600	1850	
	Parker to Gibbon.....	0.6	3800	2800	3000	1600							
Fourth Westward													
Fourth Eastward													

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TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE									
		Ruling Grade	W-3 W-5	W	W-1 W-2	S-4	Q-4	Diesel 5400 H. P.	Diesel 6000 H. P. Nos. 6000 to 6006	Diesel 6000 H. P. Nos. 6007 to 6020	Diesel 1500 H. P. No. 525 Other
Fifth Westward	Coeur d'Alene to Blackwell.....	1.5	.....	.....	.....	535	525	.....	.....	.....	1210
	Blackwell to Post Falls.....	1.4	.....	.....	.....	1100	1050	.....	.....	.....	1290
	Post Falls to Hauser.....	1.5	.....	.....	.....	1200	1150	.....	.....	.....	1210
	Hauser to Coeur d'Alene.....	1.5	.....	.....	.....	680	670	.....	.....	.....	1210
Fifth Eastward	Marshall to Pullman.....	1.6	1300	940	1050	695	665	3150	3350	4840	1900
	Pullman to Howell.....	1.7	1250	900	950	620	585	2950	3150	4000	1700
	Howell to Lewiston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1150
	Belmont to Farmington.....	1.4	.....	.....	.....	680	670	3600	3800	5680	1775
Sixth Eastward	Lewiston to Arrow.....	0.7	5000	4000	4000	1800	1700	6500	7000	8500	4000
	Arrow to Kendrick.....	0.8	2225	1500	1550	1100	1050	5500	5800	8500	3300
	Kendrick to Troy.....	2.4	750	500	550	380	360	2000	2200	2960	1050
	Troy to Howell.....	2.2	900	600	650	415	395	2250	2400	3520	1200
	Howell to Pullman.....	1.5	1400	980	1050	680	670	3360	3560	5280	1730
	Pullman to Belmont.....	1.1	1700	1200	1350	900	860	4450	4800	6420	2300
	Belmont to Oakesdale.....	0.6	5000	2400	2650	1800	1700	6500	7900	8500	4500
	Oakesdale to Spangle.....	1.5	2050	1400	1550	975	935	3860	3560	4300	1730
	Spangle to Marshall.....	.....	.....	2050	2250	1600	1500	8500	8500	8500	4000
	Farmington to Belmont.....	1.3	.....	.....	.....	775	760	3850	4100	5520	2200

SUB-DIVISION	DISTRICT	CLASS OF ENGINE						
		Ruling Grade	W-3 W-5	W	W-1 W-2	S-4	Q-3 Q-4	Diesel 1500 H. P. No. 525 Other
Seventh Westward	Pullman Jct. to Johnson.....	0.9	2100	1400	1550	1100	1050	2600
	Johnson to Colton.....	.....	1800	1075	1225	775	760	1870
	Colton to Genesee.....	0.3	2600	2100	2250	1800	1700	6450
	Genesee to Colton.....	.....	2600	2100	2250	1800	1700	6450
Seventh Eastward	Colton to Johnson.....	1.1	1600	1200	1350	900	860	2480
	Johnson to Pullman Jct.....	.....	.....	.....	.....	.....	.....	.....
	Cheney to Medical Lake.....	1.1	1945	1200	1350	900	860	2560
	Medical Lake to Creston.....	1.2	1660	1150	1300	805	770	2380
Eighth Westward	Creston to Almira.....	.....	2600	1800	2000	1200	1150	.....
	Almira to Hanson.....	1.2	1660	1100	1250	775	760	2330
	Hanson to Odair or Coulee City.....	.....	.....	.....	.....	.....	.....	.....
	Davenport to Eleanor.....	1.0	.....	.....	.....	975	935	2700
Eighth Eastward	Odair to Connell.....	0.7	.....	1850	.....	1350	.....	3600
	Coulee City to Hartline.....	1.0	2230	1350	1450	975	935	2700
	Hartline to Creston.....	1.2	1660	1150	1300	805	770	2330
	Creston to Medical Lake.....	1.0	2230	1350	1450	975	935	2700
	Medical Lake to Cheney.....	0.9	2450	1450	1550	1145	1100	2600
	Eleanor to Davenport.....	0.9	.....	.....	.....	975	935	2600
	Connell to Odair.....	1.0	.....	1400	1500	950	935	2400
	.....	.....	.....	.....	.....	.....	.....	1690

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE			
		Ruling Grade	S-4	Q-3 Q-4	Diesel 1500 H. P. No. 525 Other
Ninth Westward	Pasco to Attalia.....	0.3	1800	1650	5730 4000
	Attalia to Eureka.....	1.1	1000	860	2190 1550
	Eureka to Climax.....	1.6	750	610	1530 1100
	Climax to Walla Walla.....	1.0	1000	935	2400 1690
	Walla Walla to Minniek.....	1.6	750	610	1530 960
Ninth Eastward	Minniek to Dayton.....	0.9	1145	1050	2600 1850
	Walla Walla to Tracy.....	1.9	525	400	1300 920
	Dayton to Minniek.....	1.6	750	610	1530 960
	Minniek to Walla Walla.....	1.0	1000	935	2400 1690
	Walla Walla to Eureka.....	1.0	1000	935	2400 1690
Eleventh Westward	Eureka to Pasco.....	2.2	350	.....	1100 800
	Tracy to Walla Walla.....	1.4	850	.....	2000 1270
	Hunt to Apex.....	2.2	350	.....	1100 800
	Apex to Pendleton.....	1.6	550	.....	1530 1100
	Smeltz to Athena.....	1.7	695	.....	1680 1050
Eleventh Eastward	Pendleton to Apex.....	1.1	1000	.....	2190 1550
	Apex to Hunt.....	0.5	1500	.....	4500 3000
	Athena to Smeltz.....	.....	.....	.....	.....
	Eureka to Pleasant View.....
	Pleasant View to Eureka.....
Tenth Westward					
Tenth Eastward					

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Note—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance.

MAXIMUM CLEARANCES.

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

SUBDIVISION.	LIMIT OF LOAD MEASUREMENT.											Governing Structure
	HEIGHT ABOVE TOP OF RAIL											
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	8 ft. Wide	Max. Height	Max. Width		
1st Subdivision. . .	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
	20' 5"	20' 3"	20' 1"	19' 9"	19' 6"	19' 3"	19' 0"	18' 11"	18' 8"	20' 5"	11' 6"	Cabinet Tunnel.
1st Subdivision. . .		19' 3"	19' 2"	19' 1"	18' 11"	18' 9"	18' 6"	18' 2"	18' 0"	17' 10"	19' 3"	11' 6"
		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
2nd Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
3rd Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
4th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
5th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
6th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
7th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
8th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
9th Subdivision. . .		18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	11' 6"
		19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"
10th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
11th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
12th Subdivision. . .		20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
13th Subdivision. . .		19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"
		19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"

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Note—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance. Table is based on open car loading equally divided on

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. 6in. Wide	11 ft. Wide	11ft. 6in. Wide	Max. Height	Max. Width				
1st Subdivision.	Main Line (Paradise-Kootenai Yard)	18' 5"	18' 2"	17' 10"	17' 7"	17' 3"	16' 10"	16' 5"	16' 1"	19' 3"	11' 6"	Cabinet Tunnel.		
1st Subdivision.	Main Line (Kootenai Yard-Yardley)	17' 8"	17' 6"	17' 2"	16' 11"	16' 7"	16' 5"	16' 5"	16' 1"	19' 3"	11' 6"	Granite Tunnel.		
2nd Subdivision.	Main Line (Yardley-Pasco)	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
3rd Subdivision.	Main Line (Pasco-Yakima)	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
4th Subdivision.	Sunnyside Line	19' 5"	19' 2"	19' 0"	18' 8"	18' 5"	18' 2"	17' 11"	20' 6"	20' 6"	11' 6"	U. P. Bridge, Yakima River.		
5th Subdivision.	Fort Sherman Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
6th Subdivision.	Palouse and Lewiston Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
7th Subdivision.	Genesee Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
8th Subdivision.	Washington Central Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
9th Subdivision.	Walla Walla Branch	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	11' 6"	Bridge No. 3, Snake River.		
10th Subdivision.	Tracy Jct. to Tracy	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"	Wire Crossing, at M. P. 0 + 1350.		
11th Subdivision.	Eureka Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
11th Subdivision.	Pendleton Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 5"	20' 6"	11' 6"	Bridge No. 39.		
12th Subdivision.	Smeltz to Athena	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"			
12th Subdivision.	Snake River Branch	20' 0"	19' 10"	19' 9"	19' 7"	19' 0"	18' 4"	17' 7"	20' 6"	20' 6"	11' 6"	Tunnel No. 1.		
13th Subdivision.	Simcoe Branch	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"	Overhead Flume.		

G. L. SLORAH, Assistant Superintendent.
H. J. McCALL, Assistant Superintendent.
C. J. McALOON, Trainmaster.

R. M. JOHNSON, Trainmaster.
K. A. BOX, Trainmaster.

M. W. SCOTT, Trainmaster.
F. N. SIGMON, Chief Dispatcher.