

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 1

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

Tuesday, December 1, 1959

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.

**N. M. LORENTZSEN,
Superintendent.**

**F. L. STEINBRIGHT,
General Manager.**

**E. S. ULYATT,
General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—

Maximum Speeds Permitted

Passenger trains	75 MPH.
"B" "BB" "BBB" "BL" and "F" manifest trains	55 MPH.
Other freight and mixed trains	50 MPH.
The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.	
All trains and engines, except as otherwise specified:	
Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise	
Handling wrecking cranes, pile drivers, locomotive cranes and similar equipment	30 MPH.
Handling 4-wheel scale test cars and scale test car 254,	
Main Line	35 MPH.
Branch Lines	25 MPH.
Handling air dump cars 89000 to 89059 series	35 MPH.
Picking up train orders from operators	30 MPH.
Handling dead diesel-electric engines other than NP and Tenant Lines	35 MPH.
Handling loaded ore cars	40 MPH.
DF trains handling logs	35 MPH.
At stations where passenger trains dispatch mail without stopping	35 MPH.

Diesel-electric Engines—	Handling Trains	Running Light
No. 98	35 MPH.	35 MPH.
No. 99	50 MPH.	50 MPH.
No. 100	40 MPH.	40 MPH.
100 series, except No. 100	60 MPH.	60 MPH.
200 and 300 series, except		
Nos. 244 and 245	65 MPH.	65 MPH.
Nos. 244 and 245	75 MPH.	65 MPH.
400, 600 and 700 series	45 MPH.	45 MPH.
500, 501 and 552-569 inc.	65 MPH.	65 MPH.
No. 525	60 MPH.	60 MPH.
Nos. 550-551	75 MPH.	65 MPH.
Nos. 800-803	60 MPH.	60 MPH.
850-860 series	65 MPH.	65 MPH.
900-911, 6000 and 7000 series	65 MPH.	65 MPH.
5400 series	55 MPH.	55 MPH.
6500, 6600 and 6700 series	75 MPH.	65 MPH.
Diesel-electric motor cars, in service or being towed—		
Car B-13	55 MPH.	
Cars B-6, B-11, B-15, B-16, and B-18 thru B-22 incl.	65 MPH.	
Cars B-30, B-40 and B-41	75 MPH.	

Diesel-Electric Engines Handled Dead in Train—Diesel-electric engines or units may be handled dead in trains. The speed of such trains must not exceed the authorized operating speed specified for such engines or units.

When handling diesel-electric single units, road-switcher engines and switch engines dead in a freight train, they shall be separated from the engine handling the train and each other by at least one freight car. This does not apply to diesel-electric road engines of two or more units coupled in multiple.

All diesel-electric engines or units handled dead in freight trains must be placed on head end of train within ten cars of road engine handling train, this to insure that brakes will release properly.

When handling diesel-electric units in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

Diesel-Electric Engines Mixed Consist, Passenger and Freight—Multiple unit diesel-electric engines having consist of freight and passenger units: The passenger units must be placed in trailing position and speed restrictions for freight units observed, this to prevent damage to traction motors and reduce the danger of sliding wheels on freight units.

If the units of a consist are of different gear ratio, the engine must not be operated at speeds exceeding that of the unit having the lowest maximum permissible speed. Also, the overload short time rating of any unit in the consist must not be exceeded.

When two, four-unit diesel-electric engines are used to double-head freight trains, the leading unit only will apply power to start train, or to make backup movement with cars.

2. Heavy cars—Cars heavier than the following not permitted without authority of Superintendent:

30 ft. or less in length	210,000 lbs.
Over 30 ft. in length:	
First, Second and Third Subdivisions	300,000 lbs.
All other subdivisions	210,000 lbs.

In weed spraying trains, when tank cars having a capacity of over 13,000 gallons are used, they should be separated from each other by a car of lesser capacity.

3. Rule 200:

Lights will not be displayed 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 607: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

5. 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.

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

Four-wheel scale test cars must be handled only in local freight trains. Exception: If there is no local service available, these cars may be handled in dead freights which must be governed by speed restrictions for the handling of four-wheel scale test cars shown under Item 1. All scale test cars must be placed immediately ahead of caboose.

Air dump cars, series 89000-89059, will be handled only in work trains and local trains when available. If local trains not available, cars may be handled on the rear of other trains at a speed not to exceed 35 MPH.

INSTRUCTIONS FOR HANDLING PILE DRIVERS, CRANES, DERRICKS, SHOVELS OR SIMILAR EQUIPMENT OF THE SWINGING OR PIVOTING TYPE ARE AS FOLLOWS:

- When such equipment is moved on their own wheels they shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.
 - Equipment properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill.
 - Such equipment when not prepared and carded shall be handled at speeds not to exceed 30 MPH.
 - Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
 - Such equipment that is Company-owned that requires speed to be restricted shall be covered by a message to the train crew stating the maximum speed permitted.
- Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines.
 - Roller bearing failures on cars or engines equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In case of a

hot box, oil should be added and the plug replaced; train should proceed at reduced speed and care exercised until it is apparent the box is running cool.

8. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

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.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

9. Bulletin Stations—

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

Pasco—Passenger Station, Roundhouse, Yard Office.
Walla Walla—Passenger Station.
Yakima—Passenger Station, Yard Office, Roundhouse.
Lewiston—Passenger Station.
East Lewiston—Yard Office, Roundhouse.
Pullman—Passenger Station.
Toppenish—Passenger Station.
Warden—Passenger Station.

10. 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, Yard Office.
Walla Walla—Passenger Station.
Toppenish—Passenger Station.
Yakima—Passenger Station, Yard Office.

11. Watch Inspectors—

Sandpoint—Louis Jewelry Co.
Dishman—Dishman Jewelers.
Spokane—Klatt Jewelers, North 3 Wall;
Peterson Jewelers, E. 3029 Mission.
Pullman—F. & M. Jewelry.
Lewiston—M. L. Haines; T. L. Dean.
Pasco—Crater's Jewelry.
Walla Walla—Falkenberg Jewelry.
Yakima—Hutchinson's Jewelry & Luggage.
Ellensburg—Lacy's Jewelry.

12. Log Instructions.

Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading, giving particular attention to permitted maximum width of load as per clearance tables.

Top or "peaker" logs will not be handled on loads of thirteen or more logs in order that binders will bear on all outside logs instead of being held away from sides of logs by a top log. Cars must not be accepted for movement when loaded to a height exceeding 13 feet above top of rail, except where height of not more than one log extends above 13 foot limit to a maximum height of not more than 14 feet above top of rail.

Lost logs must be reported and when they obstruct traffic or other tracks, or damage roadway, trains must be stopped and effort made to clear obstruction. Special precautions should be observed to avoid logs falling from cars when using overhead crossings and in all cases of obstructions, take prompt action to protect trains. Trains handling logs, wood bolts, or veneer blocks, loaded on flat cars, will be governed by the following instructions:

Loaded log flats will not be handled in trains unless logs are secured with two log binder cables or by two 2" high tension steel bands, with binder cables or steel bands so placed that they will bear on each end of all top logs. Such bands or cables must extend around the entire load. In addition, where logs of less than full length are loaded on top of the so-called bunk log, there must be additional binder cables or bands as necessary that cables or bands will bear on each end of such short logs. Bands and cables must be tight.

When necessary to cut cable binders, binders should be securely fastened to deck of car to avoid possibility of loose binders catching in switch points.

Such trains must, when running between stations, have a trainman stationed on rear platform or cupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars, and obstruct other tracks, and take prompt action to protect trains in case of obstruction. After dark he must be provided with lighted electric lamp or lantern or fuseses to watch for logs.

Double Track

Conductors will notify train dispatcher when logs, wood bolts, or veneer blocks, loaded on flat cars are in their train, and secure train order that trains, except work trains, on opposite track will be held at the next station until they have arrived. Trains handling logs loaded on flats must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when passenger trains on opposite track meet or pass such train, and if practicable, must be standing when freight trains are met, or passed on opposite track, but if not practicable will pull by standing freight trains at restricted speed. When meeting or passing work trains between stations, one train must, when practicable, be standing.

Single Track. Such trains must be standing when meeting or being passed by passenger trains.

Logs loaded in gondolas, skeletonized gondolas and side stake log cars (SBF cars) must comply with the following instructions and may then be handled in double track territory and through tunnels without log orders:

1. Bands or stakes are not required when outside logs are loaded with more than one-third their diameter below top side of gondola. Inside logs must have good lay with four inches of log below end of gondola.
2. Two 2-inch steel bands per pile of logs must be used when outside logs are loaded with two-thirds or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6 feet from end of logs, being around and over such log in the top of load. If there are short logs on top of load, another band is required.
3. When loaded in gondolas, two 8-ft. stakes on each side of and two 2-inch bands per pile of logs may be used with logs loaded one foot below top of stakes, with five strands No. 9 wire or $\frac{3}{4}$ -inch band across top of load between stakes.
4. When loaded in gondolas, four 8-ft. stakes on each side of car may be used with five strands No. 9 wire or $\frac{3}{4}$ -inch band across top of load between stakes. No bands around logs are required.
5. A careful running inspection must be made before entering tunnels, and if visibility is such as to prevent a

good running inspection, stop for inspection must be made prior to entering tunnels.

Eight foot logs loaded crosswise on gondola cars must have side protection of wire mesh or boards per Fig. 14 of AAR loading rules, unless banded in bundles of not more than 1 1/4 cords with two 3/4 inch steel bands and loaded with lower portion of top bundles not less than 1 foot below top of car side.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—	Maximum Speeds Permitted		
	"B" "BB" "BBB" "BL" & "T" Mfst.		
Zone—Between	Freight	Trains	Passenger
Paradise and MP 41 (between Belknap and Childs)	50 MPH.	55 MPH.	75 MPH.
MP 41 and MP 57 (between Trout Creek and Tuscor)	50 MPH.	55 MPH.	75 MPH.
MP 57 and MP 95 (between Clark Fork and Hope)	50 MPH.	55 MPH.	60 MPH.
MP 95 and MP 63 (Irvin)	50 MPH.	55 MPH.	75 MPH.
Irvin and Yardley, both tracks	50 MPH.	55 MPH.	75 MPH.
Against the current of traffic	49 MPH.	49 MPH.	59 MPH.
Over public crossings within corporate limits: Thompson Falls			30 MPH.

2. Bridge and Engine Restrictions—	
Bridge 3.2 between Sandpoint and Algoma: Across entire bridge	20 MPH.

3. At Sandpoint—Time of first class trains applies at passenger station.

4. 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.

5. Between Irvin and Yardley—
Trains and engines stopping clear of crossings where five minute time cut-out circuits have been installed, must not pass "Crossing Signal Restart" sign located 200 feet in advance of such crossings until continuous movement over crossing is to be made.

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

7. Train Inspection—
Freight trains, except 600, 603 and Fruit manifest trains, must be given a car to car inspection on both sides by crew handling at or before passing Colby with an additional such inspection being provided at a point not exceeding 65 miles from first inspection point.

8. Spring Switches—
At Paradise—west switch with facing point lock.
At Belknap, Noxon and Colby—east switch of siding with facing point lock equipped for switch key signal operation.
At Algoma and Granite—west switch of siding with facing point lock equipped for switch key signal operation.
At Yardley—switches at both ends of single track and at yard lead connection to single track with facing point locks.

9. Electric Switch Lock—Between Noxon and Heron, at connection with old line 3500 feet west of MP 73.

10. Sidings—
At Paradise, unless otherwise instructed, first class trains and passenger extra trains taking siding will use house track.

Kootenai: Siding east of station sign is eastward; siding west of station sign is westward.

11. Yard Limits—
Tracks between yard limit signs east of Kootenai and west of Sandpoint operated as one yard.

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

12. 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.

13. 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.

14. Register Stations—
Paradise.
Thompson Falls, Noxon and Clark Fork for trains originating and terminating.

Hauser, for trains entering Fifth Subdivision.

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

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

SECOND SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—	Maximum Speeds Permitted		
	"B" "BB" "BBB" "BL" & "T" Mfst.		
Zone—Between	Freight	Trains	Passenger
Yardley and Marshall, both tracks with current of traffic	50 MPH.	55 MPH.	60 MPH.
Spokane and Marshall, against current of traffic	49 MPH.	49 MPH.	59 MPH.
Except Marshall and MP 2			50 MPH.
MP 2 and MP 1	35 MPH.	35 MPH.	35 MPH.
Marshall and Cheney (west switch)	50 MPH.	55 MPH.	60 MPH.
Cheney and MP 41 (Sprague)	50 MPH.	55 MPH.	75 MPH.
MP 41 and MP 49 (between Sprague and Keystone)	50 MPH.	55 MPH.	60 MPH.
MP 49 and MP 79 (between Paha and Lind)	50 MPH.	55 MPH.	75 MPH.
MP 79 and MP 115 (east switch Cactus)	50 MPH.	55 MPH.	60 MPH.
except within corporate limits at Lind		50 MPH.	
Cactus and Pasco	50 MPH.	55 MPH.	75 MPH.
At Spokane through U. P. interlocking			25 MPH.

Over public crossings within corporate limits:

Cheney	35 MPH.
Sprague	45 MPH.
Ritzville	30 MPH.
Hatton	50 MPH.
Connell	45 MPH.

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

Unless otherwise instructed, Train 314 will use eastward main track to east end of passenger yard, then back in on passenger track to unload passengers and to do station work.

It is unlawful for any person operating any locomotive within city limits to sound, or permit to be sounded, the whistle thereof except to prevent accident not otherwise avoidable, or to signal an interlocking plant, or to communicate with a flagman.

5. 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.

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

7. Marshall Interlocking—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

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.

Dual control switches at east end of Running track and at east end of Eastbound Departure track are remotely controlled by telegraph operator in retarder yard office. When necessary, operator may be contacted by use of telephone located just inside the outer door of bungalow at each switch.

Third Subdivision instructions govern.

Dual control switches at east end of westbound receiving track, at both ends of first crossover east of hump office between eastbound departure track and hump track, and at east end of lead west of hump office from eastbound departure track to receiving yard are remotely controlled by retarder operator in yard office. Position of switches is indicated by dwarf signals on each side of track about 10 feet in advance of switch which may display green when switch is in normal position and yellow when switch is reversed. Normal position of east switch of westbound receiving track and west switch of crossover just east of hump office is for eastbound departure track. Normal position of east switch of crossover just east of hump office is for hump track.

9. Train Inspection—

Freight trains, except 600, 603 and Fruit manifest trains, must be given a car to car inspection on both sides by crew handling at or before passing Lind and, when moving via SP&S, at or before passing Washtucna on eastward trains, and at or before passing Lamont on westward trains.

10. Spring Switches—At Marshall, west switch of siding with facing point lock equipped for 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.

Sprague: North siding is eastward; south siding is westward.

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.

15. Register Stations—

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

Spokane for first class trains and passenger extras.

Marshall Interlocking—Regular trains.

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

Pasco passenger station for first class trains and passenger extras.

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—	Maximum Speeds Permitted		
	Freight	Trains	Passenger
		"B" "BB" "BBB"	
		"BL" & "F" Mfst.	
Zone—Between			
Pasco and Vista (east switch)	50 MPH.	55 MPH.	60 MPH.
Vista and MP 21 (between Badger and Kiona)	50 MPH.	55 MPH.	75 MPH.
MP 21 and MP 40 (Prosser, east switch)	50 MPH.	55 MPH.	60 MPH.
MP 40 and MP 88 (east end Yakima)	50 MPH.	55 MPH.	75 MPH.
MP 88 and Yakima passenger station	50 MPH.	55 MPH.	60 MPH.
At UP crossing—Interlocking (between Parker and Union Gap)	50 MPH.	55 MPH.	60 MPH.
Over public crossings within corporate limits:			
Pasco			25 MPH.
Kennewick			35 MPH.
Prosser			30 MPH.
Mabton			50 MPH.
Toppenish			35 MPH.
Wapato			30 MPH.
Yakima—Over Yakima Ave. and B, C, D Streets			20 MPH.

2. Between Pasco and Kennewick—

All trains movements between Pasco and SP&S Junction or east switch at Kennewick are governed by Operating Rules 261 to 264 inclusive. Interlocked signals and switches are under the control of the Operator in Pasco Passenger Station.

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.

3. 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 main track, as directed by yardmaster.

Double Track—Between east switch of main track crossover west of passenger station and dual control switch east of Columbia River Bridge on which trains will keep to the left, unless otherwise provided.

4. 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.

5. Between Kennewick and North Richland—

Northern Pacific and Union Pacific operate 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.

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 pick up east business which will be lined up on Track 3.

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 employe 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 employe 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.

6. Spring Switches—

At Pasco, just east of West Lewis Street underpass connecting roundhouse lead to 9th Subdivision main track normally lined for 9th Subdivision main track and permitting trailing point movement from roundhouse lead to main track without hand operating the switch.

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

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

7. Dual Control Switches—

At Pasco Passenger Station, all power operated switches within the limits of the depot interlocking.

Between Pasco and SP&S Jct., switch at west end of double track remotely controlled by operator at Pasco Passenger Station.

At SP&S Jct., junction switch remotely controlled by operator at Pasco Passenger Station.

8. Sidings—

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

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

Mahton: 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.

9. 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.

10. 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.

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

12. Pusher District—

Between Pasco and Badger.

13. Register Stations—

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

Pasco Passenger station for first class trains and passenger extras.

Yakima, see Tacoma Division special instructions.

Gibbon and Parker, for trains entering Fourth Subdivision.

14. Clearance Exceptions—

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

At Parker, Fourth Subdivision trains entering Third Subdivision will not require a clearance.

FOURTH SUBDIVISION.

MAIN (SUNNYSIDE) LINE

1. Speed Restrictions—Maximum Speeds Permitted
 Zone—Between
 Gibbon and Parker40 MPH.
 Over public crossings within corporate limits:
 Sunnyside, Granger, Zillah and Grandview.....30 MPH.
2. Bridge Restrictions—
 Wrecking Cranes 45 to 48 incl., over bridges.....15 MPH.
3. At Gibbon—Train order signal does not govern 4th Subdivision trains.
4. At Zillah—Main and yard tracks used jointly by U.P. and N.P. N.P. crews will be governed by U.P. R.R., Rule 93 while occupying U.P. tracks.
5. 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.
6. Extra Trains—Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.
7. Register Station—
 Gibbon.
 Parker.
8. Register Exceptions—
 Gibbon, westward trains will register by Form 608.
9. Clearance Exceptions—
 At Parker, Third Subdivision trains entering Fourth Subdivision will not require a clearance.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

1. Speed Restrictions—Maximum Speeds Permitted
 Zone—Between
 Coeur d'Alene and Hauser20 MPH.
 Trains handling wrecking cranes 41, 42 and 43 and
 pile driver 2515 MPH.
 Over public crossings within corporate limits:
 Coeur d'Alene 6 MPH.
2. Bridge and Engine Restrictions—
 Wrecking Cranes 45 to 48 inc. not permitted.
 Bridge 10, over S.I. RR between Post Falls and
 Blackwell10 MPH.
 Wrecking Cranes 41 to 44 inc. and Pile Drivers
 25 to 30 inc..... 5 MPH.

Heavy car restrictions, Bridge 10—Cars with total weight exceeding 169,000 pounds must be separated from engine and each other with one car with total weight less than 169,000 pounds.

3. **Between Huetter and Atlas**—Connection serving the Diamond Gardner Corp. located 4061 feet east of MP 9.
When switching is performed on Diamond Gardner Corp. tracks and when cars are interchanged with GN, movements may be made on joint CMS&P-P-GN main track in accordance with rule 93.

4. **Register Stations**—Hauser.

5. **Clearance Exceptions**—
At Coeur d'Alene trains will not require clearance.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Freight	Passenger
Marshall and Howell.....	40 MPH.	45 MPH.
When freight equipment handled.....	40 MPH.	
Belmont and Farmington	25 MPH.	25 MPH.
Belmont and Hayfield around curves.....	15 MPH.	15 MPH.
Howell and Kendrick, Mountain Grade—		
Descending	20 MPH.	30 MPH.
Ascending	30 MPH.	30 MPH.
Kendrick and Arrow.....	40 MPH.	45 MPH.
When freight equipment handled.....	40 MPH.	
Within corporate limits:		
Spangle—over Third Street only.....	25 MPH.	
Rosalia	30 MPH.	
Oakesdale—over public crossings only.....	25 MPH.	
Farmington	25 MPH.	
Garfield	25 MPH.	
except over public crossings.....	20 MPH.	
Palouse	30 MPH.	
Pullman—over Kamiaken Street only.....	20 MPH.	
Moscow	20 MPH.	
except over public crossings.....	12 MPH.	
Between Marshall and Howell, and between Kendrick and Arrow, Rail Diesel Cars B-30 and B-40 may exceed by five (5) MPH the maximum speeds permitted on curves and tangent track except that speed restrictions through corporate limits and over public crossings must be observed.		

See also Mountain Grade Operation.
2. **Bridge and Engine Restrictions**—

Wrecking cranes 45 to 48 inc. over bridges.....	15 MPH.
Bridges 102, 102.1, 102.2, 105, 107 and 107.1 between Troy and Kendrick—Wrecking cranes 41 to 44 inc. and pile drivers 25 to 30 inc.....	15 MPH.
Separate wrecking cranes 45 to 48 inc. from engine with one car 40 ft. long weighing under 169,000 pounds.	
Bridge 107 only—all trains.....	20 MPH.

Heavy Car Restrictions:

Over bridges between Troy and Kendrick cars less than 30 ft. long with total weight exceeding 169,000 pounds must be separated from each other and engine and cars over 30 ft. long with total weight exceeding 169,000 pounds must be separated from engine with car 40 ft. long with total weight less than 169,000 pounds.

Over bridges 28, 56, 58 and 123, cars separated as above have no speed restriction. Cars not so separated must not exceed over:

Bridge 28	30 MPH.
Bridges 56 and 58	20 MPH.
Bridge 123	10 MPH.

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.
9. **At Troy**—Rule 221 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.
10. **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.
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 211 endorsing clearance Wire Failure.

12. Mountain Grade Operation—Between Kendrick and Howell.

Trains handled by engine on descending grades, having dynamic brake operative on all units and tonnage of train exceeds the tonnage rating of engine when ascending the grade, turn up one retaining valve handle for each fifty tons in excess of rated tonnage when ascending grade, starting from the head end of train.

If engine is to be detached, trainmen must not close the angle cock on car or engine until whistle signal has been given. After recoupling and opening the angle cocks, brake system must be recharged to the required pressure and upon receipt of proper signal, application and release test of brakes on rear car shall be made from the engine as outlined in Air Brake Rules.

If helper or pusher engine is attached to train ahead of road engine or at rear of train, an application and release test shall be made from the leading engine as outlined in Air Brake Rules.

When helper is cut in ahead of the rear portion of freight train, the procedure outlined in Air Brake Rules 50(c), (d), (e), (f), (g) and (h) must be followed.

Maintaining Method of Braking on Descending Grades:

Trains handled by diesel-electric engine, having dynamic brake operating on all units, may use the maintaining method of braking if automatic brake valve has been modified for its use and enginemen have been approved for the maintaining method of braking by road foremen.

Brake valves that have been modified, will be identified by the letter "M" stenciled on the automatic brake valve pedestal. On these brake valves so modified, the first service position of the automatic brake valve handle is the maintaining position. With the automatic brake applied and the brake valve handle in this position, brake pipe pressure will be automatically maintained equal to the pressure in the equalizing reservoir.

On these brake valves so modified, first service position of the brake valve is nullified for brake application. Service position must be used to make service application of the train brakes.

Trains handled by diesel-electric engine, modified for the maintaining method of braking and having dynamic brake in effective operation on all units; the following tonnage may be handled without the use of retaining valves:

- 4 unit diesel-electric engine 4,000 tons
- 3 unit diesel-electric engine 3,000 tons
- 2 unit diesel-electric engine 2,000 tons
- 1 unit diesel-electric engine 1,000 tons

If the train tonnage exceeds the limits specified above for handling train without retaining valves on descending grade, use one retaining valve for each fifty tons over tonnage specified, starting from first car at head end of train.

When maintaining method of braking is used, conductor must observe caboose gauge before passing summit and note that brake pipe pressure is being maintained.

If a stop is made on descending grade, sufficient time must be allowed to recharge the train brake system which shall not be less than ten minutes after brake valve handle is placed in running position.

If a stop is made on descending grade and engine brake only is not sufficient to hold the train, hand brakes must be applied to hold the train and to allow sufficient time to fully charge the train brake system.

Retaining valves shall be used when requested by enginemen.

If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling trains with engine having no dynamic brake.

When maintaining method of braking is used without using retaining valves, no stop will be necessary to cool wheels and inspect train.

When maintaining method of braking is used, release of the train brakes must be made in the usual manner, dynamic brake and retaining valves (where required) being used to control train speed during time brake system is being recharged.

Partial release of train brakes by moving brake valve handle from "maintaining" position to "running" position momentarily and back to "maintaining" position, must not be attempted.

Before releasing the train brakes, enginemen must know that the speed and grade are such that train may be controlled with the dynamic brake only. This to insure that sufficient time will be allowed to recharge the train brake system before another application of the train brakes will be necessary.

On westward freight and mixed trains, the feed valve on the engine must be adjusted to allow the brake system to charge to ninety pounds before passing Howell and the conductor must know by observing the caboose gauge, that this rule is being complied with.

Trains requiring the use of retaining valves, will stop at Howell to make a brake pipe test and turn up retaining valve handles.

Trains not requiring the use of retaining valves, need not stop at Howell to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made. Conductor must know that the required brake pipe pressure, as indicated on caboose gauge, is being maintained before passing summit.

On trains handled by engine, having no dynamic brake, or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after brake pipe test has been made at Howell.

On these trains, stop will be made at Kendrick to turn down retaining valve handles and cool wheels.

On trains handled by engine, having dynamic brake operating effectively on all units and tonnage rating of train does not exceed the specified tonnage for the engine ascending the grade without helper, use no retaining valves.

If helper, having dynamic brake, is used on descending grade and tonnage does not exceed the specified tonnage rating of both engines ascending the grade, use no retainers when dynamic brake is operative on all units of both engines.

Trains not requiring the use of retaining valves need not stop at Kendrick to cool wheels.

In event of failure of the dynamic brake, or when proper control of speed cannot be maintained, engineer must take action promptly to stop the train by use of train brakes and instruct the head brakeman to notify the conductor that retaining valve handles must be turned up on cars in train to the requirements specified for trains handled by engines having no dynamic brake. Conductor shall instruct the brakemen accordingly and notify the engineer when specified number of retaining valve handles have been turned up before train proceeds.

13. 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, 501B1, Figure 7.

Westward signal No. 1137 located 1540 feet east of MP 114 may display Indications, 501A2, Figure 6 or 501B1, Figure 7.

Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 501B1, Figure 7. Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 501A2, Figure 6 or 501B1, Figure 7.

14. **Yard Limits—**
Tracks between yard limit signs east of Pullman and west of Pullman Jct. operated as one yard.
15. **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.
16. **Pusher District—Between Lewiston and Moscow.**
17. **Register Stations—**
Marshall, Interlocking Station.
Pullman.
Pullman Jct., on Tuesdays and Fridays, unless otherwise instructed, No. 311 will register by Form 608, leaving ticket in box on phone booth.
Troy for westward trains, when operator is not on duty. To be used for spacing trains.
Arrow.
18. **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—During assigned hours of telegraph service, Trains 661 and 662 will register by Form 608 and will be furnished check of register by train order or Form 602.
19. **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.

SEVENTH SUBDIVISION. (GENESEE BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Pullman Jct. and Genesee 40 MPH.
except over public crossings within corporate limits
Colton and Uniontown 30 MPH.
At Genesee—on wye tracks 5 MPH.
2. **Bridge Restrictions—**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH.
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—** Maximum Speeds Permitted
Zone—Between
Cheney and Odair 35 MPH.
Davenport and MP 3 30 MPH.
MP 3 and Eleanor 10 MPH.

- MP 117 and MP 121 (between Bacon and Adco) 10 MPH.
- Odair and MP 146 (Except between MP 117 and MP 121) 20 MPH.
- MP 146 and Connell 40 MPH.
- Over public crossings within corporate limits:
Cheney, Reardan 35 MPH.
Medical Lake, Wilbur 25 MPH.
Davenport, Creston, Almira, Hartline, Coulee City 30 MPH.
- Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
2. **Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48 inc. over bridges except bridges 126 and 165 15 MPH.
Wrecking cranes 41 to 48 inc. over bridges 126 and 165 10 MPH.
3. **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. When signal indicates "Proceed", Rule 513 does not apply.
4. **At Odair—**Normal position of main track switches is for the through route to Connell via the short leg of the wye.
5. **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.
6. **Yard Limits—**Trackage between yard limit signs east and west of Odair including that serving Coulee City operated as one yard.
7. **Sidings, except at Davenport, Creston, Bacon, and Ritell** are also used as industrial tracks.
8. **Derail Switches on main track—**
Eleanor Ninety feet east of east switch.
9. **Register Stations—**
Cheney. Connell. Coulee City.

NINTH SUBDIVISION. (WALLA WALLA BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Pasco and Walla Walla 35 MPH.
except between Villard Jct. and Attalia,
freight trains 50 MPH.
and passenger trains 60 MPH.
Walla Walla and Dayton 30 MPH.
Tracy Jct. and Tracy 8 MPH.
On curves and bridges between MP 75 and MP 84,
(between Dixie and Coppei) 20 MPH.
When handling pile driver or locomotive crane—
Ainsworth Jct. and Walla Walla 20 MPH.
Walla Walla and Dayton 15 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
Within corporate limits:
Walla Walla 12 MPH.
Waitsburg 25 MPH.
At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.
2. **Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48 inc. over bridges except Bridge 3 15 MPH.

Heavy car restrictions over Bridges 3, 40.1, 77.1, 83.1, 88, 92, and 97—Cars with total weight exceeding 169,000 pounds must be separated from engine and from each other with one car 40 ft. long with total weight less than 169,000 pounds.

Bridge 3—Between Ainsworth Jct. and Burbank:

Wrecking cranes 45 to 48 inc.;
Pile drivers 26 to 30 inc. not permitted.

Wrecking cranes 41 to 44 inc. when preceded and followed by two empty cars over 40 ft. long;

Pile driver 25 preceded and followed by four empty 40 ft. cars 8 MPH.

Trains—handling cars with total weight exceeding 169,000 pounds 8 MPH.

Single unit diesel engines 98, 100 and 400 series, 525 and 700 series (multiple units not permitted);

Single and multiple unit diesel engines in 200, 300, 500 (except 525), 600 and 800 series;

For detour service only, multiple unit diesels in 5400 to 7000 series inc. 8 MPH.

3. Between Ainsworth Jct. and Villard Jct.—

All movements are governed by Operating Rules 261 to 264 inclusive. Interlocking signals governing the entrance and departure of trains from the track between Ainsworth Jct. and Villard Jct. are jointly controlled by the Northern Pacific Control Operator in Pasco Passenger Station and the Union Pacific Control Operator in the depot at Wallula.

4. Between Villard Jct. and Attalia—

All movements are governed by CTC rules contained in the Consolidated Code of Operating Rules, Union Pacific Railroad Block and Signal indications and controlled by the CTC board located in U.P. depot at Wallula under supervision of N.P. train dispatcher.

All main track switches, except sand spur and storage track switches at Attalia, are dual control switches remotely controlled by operators at Wallula. Operators may be contacted by use of telephones located in bungalows at dual control switches.

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

6. At Walla Walla—

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 east of Main Street (Rose Street crossing) and approach other crossings at restricted speed.

After using the WWV wye, switches must be left lined and secured for the WWV long lead track.

7. 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.

8. Electric Switch Locks—

At Burbank, on siding switches and Walla Walla Port District spur track switch.

9. Derail Switches on Main Track— Kibbler (Between Harbert and Tracy)—Tracy.

10. Sidings, except at Burbank, are also used as industrial tracks.

11. Register Stations—

Pasco (to apply at Ainsworth Jct.), Attalia for Northern Pacific trains only, Eureka, Walla Walla, Waitsburg Jct., Dayton.

12. Clearance Exceptions—

At Pasco—Westward trains secure clearance to apply at Ainsworth Jct.

At Villard Jct.—Westward U.P. trains need not secure N.P. clearance Form A.

At Attalia—Eastward trains from 11th Subdivision secure N.P. clearance Form A at Wallula to apply at Attalia. Westward 9th Subdivision N.P. trains secure clearance Form A during assigned hours of telegraph service.

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.

TENTH SUBDIVISION. (EUREKA BRANCH)

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between

Eureka and Pleasant View 15 MPH.

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

3. Register Stations—Eureka.

4. Clearance Exceptions—

At Pleasant View, trains will not require clearance.

ELEVENTH SUBDIVISION. (PENDLETON BRANCH)

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between

Attalia and MP 7 30 MPH.

MP 7 and Apex or Duroc, Mountain Grade; Descending 20 MPH.

Ascending 30 MPH.

Apex and Pendleton 30 MPH.

Smeltz and MP 8 (two miles west of Wayland) 25 MPH.

MP 8 and Athena 15 MPH.

Attalia and Pendleton, trains handling pile driver or locomotive crane 20 MPH.

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

2. Bridge Restrictions—

Wrecking cranes 45 to 48 inc. over bridges 10 MPH.

Bridges 7 to 17 inc. Van Sytle Canyon:

Wrecking cranes 45 to 48 inc. not permitted.

All trains 15 MPH.

Heavy car restrictions Bridges 4 to 17 inc.—Cars with total weight exceeding 169,000 pounds must be separated from engine and from each other with one car 40 ft. long with total weight less than 169,000 pounds.

3. **Between Attalia and Zangar Jct.—**
All movements are governed by CTC Operating Rules in accordance with Union Pacific Railroad, Oregon Division, block and interlocking signal indications currently in effect, and are controlled by the Centralized Traffic Control (CTC) board located in U.P. depot at Wallula.
All main track switches, except storage and team track switches at Wallula, are dual control switches controlled by operators at Wallula. Operators may be contacted by use of telephones located in bungalows at dual control switches.
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 Wallula—**Train order signal also governs Northern Pacific trains.
6. **At Athena—**Connection from U.P. main track to Preston-Shaffer elevator track, 256 ft. in length between clearance points of U.P. and N.P. main tracks, is joint with U.P. and movements over this connection must be made in accordance with the provisions of Rule 93.
7. **At U.P. Connection and at Pendleton—**Movements onto and over U.P.R.R. tracks governed by U.P. rules and instructions and CTC Operating Rules.
8. **Yard Limit—**Tracks between yard limit signs east of Attalia and west of Wallula Jct. operated as one yard.
9. **Main Track—Derail.**
Smeltz (Athena Branch).
10. **Sidings, except at Apex, are also used as industrial tracks.**
11. **Mountain Grade Operation Between Apex or Duroc and MP 7—**
The instructions governing Mountain Grade Operation on Sixth Subdivision between Kendrick and Howell apply, except that:
On eastward freight and mixed trains, the feed valve on the engine must be adjusted to allow the brake system to charge to ninety pounds before passing Helix or Duroc and the conductor must know by observing the caboose gauge, that this rule is being complied with.
Trains requiring the use of retaining valves, will stop at Helix or Duroc to make a brake pipe test and turn up retaining valve handles.
Trains not requiring the use of retaining valves, need not stop at Helix or Duroc to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made. Conductor must know that the required brake pipe pressure, as indicated on caboose gauge, is being maintained before passing summit.
On trains handled by engine, having no dynamic brake, or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after brake pipe test has been made at Helix or Duroc.
On these trains, stop will be made at MP 7 to turn down retaining valve handles and cool wheels.
Trains not requiring the use of retaining valves, need not stop at MP 7 to cool wheels.
12. **Register Stations—**
Wallula, Smeltz, Athena, Pendleton.
13. **Register Exception—**
At Wallula, trains will register by Form 608.
14. **Clearance Exception—**
Clearance issued at Pasco will also apply at Attalia.
At Attalia—Westward U.P. trains need not secure N.P. clearance Form A.

At Wallula, eastward trains must secure clearance Form A to apply at Attalia.

At Wallula Jct. and Zangar Jct., U.P. trains and engines, except those originating at Wallula, will not require N.P. clearance Form A.

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 25 to 30 inc. 20 MPH.
Trains handling wrecking cranes 41, 42, 43 or 44 and pile driver 25 to 30 inc. 15 MPH.
Through Tunnel No. 1, seven miles east of Windust 15 MPH.
At Riparia, engines using wye 15 MPH.
2. **Bridge and Engine Restrictions—**Wrecking cranes 45, 46, 47 and 48 not permitted.
3. **Falling rocks may be found between MP 1 and MP 10, between MP 12 and MP 14, between MP 34 and MP 36 and between MP 38 and MP 39.**
4. **At Riparia, normal position crossing gates is for U. P. trains.**
5. **Sidings, except at Perry and Windust are also used as industrial tracks.**
6. **Register Stations—**
Riparia—Pasco.
7. **Clearance Exception—**
At Pasco, eastward trains secure clearance to apply at Snake River Jct.
At Riparia, westward trains will not require a clearance when no operator on duty.

THIRTEENTH SUBDIVISION. (SIMCOE BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Toppenish and White Swan 25 MPH.
except diesel engine units in excess of 248,000 lbs. 20 MPH.
Trains handling pile driver (except pile driver 25 to 30 inc.) or locomotive crane 20 MPH.
Trains handling wrecking cranes 41, 42, 43 and 44 and pile driver 25 to 30 inc. 15 MPH.
2. **Bridge and Engine Restrictions—**
Wrecking cranes 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.

These ratings are made to govern ruling grades only and will in no manner interfere with handling additional tonnage where the grades will permit.

SUBDIVISION		DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)									
				99-106 400-427 700-724 750	5400- 5410	107-177	2840	2070	550-551 Series 6600- 6601	244 245 6000- 6006 6700 Series 6051-A 6052-A	500-501 552-569 850-863 900-911 6007- 6020 Series 6050 Except 244 & 245	200 300 and 7000 Series	525
First Westward		Paradise to Athol. Athol to Yardley.	0.5	1310	1560	1820	2840	2070		2250	2750	3340	4180
First Eastward		Yardley to Athol. Athol to Sandpoint. Sandpoint to Trout Creek. Trout Creek to Paradise.	0.4 0.4 0.4	1530 1530 1530	1820 1820 1820	3310 3310 3310	2020 2020 2020			2630 2630 2630	3420 3420 3420	3900 3900 3900	4850 4850 4850
Second Westward		Yardley to Marshall. Marshall to Cheney. Cheney to Lind. Lind to Providence. Providence to Pasco.	1.1 1.0 0.6	680 745 1140	810 890 1360	1470 1620 2460	880 950 1440			1200 1280 1975	1460 1640 2400	1750 1900 2900	2240 2430 3600
Second Eastward		Pasco to Cunningham. Cunningham to Providence. Providence to Lind. Lind to Riverville. Riverville to Sprague. Sprague to Fishtrap. Fishtrap to Cheney. Cheney to Yardley.	0.7 1.0 0.7 1.0 0.7 1.0	1010 745 1010 1010 745 1010	1200 890 1200 1200 890 1200	2180 1620 2180 2180 1620 2180	1230 950 1230 1230 950 1280			1720 1280 1720 1720 1280 1720	2150 1640 2150 2150 1640 2150	2580 1900 2580 2580 1900 2580	3250 2430 3250 3250 2430 3250
Via S. P. & S. Eastward		Pasco to Marshall Jct.	1.0	1590	1820	3310	2020			2125	3200	3900	4950

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AND ONE HUNDRED AND SEVENTY-NINE.

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUBDIVISION		DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)									
				99-106 400-427 700-724 750	5400- 5410	107-177	2840	2070	550-551 Series 6600- 6601	244 245 6000- 6006 6700 Series 6051A 6052A	500-501 552-569 850-863 900-911 6007- 6020 Series 6050 Except 244 & 245	200 300 and 7000 Series	525
Third Westward		Pasco to Richland. Pasco to Kennewick. Kennewick to Badger. Badger to Prosser. Prosser to Toppenish. Toppenish to Yakima.	1.0 0.8 0.8 0.2 0.3	745 900 900 2320 1850	890 1070 1070 2760 2200	1620 1950 1950 4990 3990	950 1130 1130 3070 2440			1280 1500 1500 3990 3170	1640 1980 1980 4500 4130	1900 2300 2300 5910 4710	2700 2900 4800 4600 4400
Third Eastward		Yakima to Kiona. Kiona to Badger. Badger to Pasco. Richland to Pasco.	0.5 0.5 1.3	1310 1310 590	1560 1560 700	2840 2840 1260	1730 1730 745			2250 2250 1025	2750 2750 1260	3340 3340 1490	4400 4400 2200
Fourth Westward		Gibbon to Parker.	1.0	745	890	1620	950			1280	1640	1900	4500
Fourth Eastward		Parker to Gibbon.	0.6	1140	1360	2460	1440			1075	2400	2900	4500
Fifth Westward		Coeur d'Alene to Blackwell. Blackwell to Post Falls. Post Falls to Hauser.	1.5 1.4 1.5	510 550 510	610 650 610	1100 1220 1140	680 735 700			890 1000 930	1100 1230 1150	1300 1400 1300	2000 2100 2000
Fifth Eastward		Hauser to Coeur d'Alene.	1.5	510	610	1190	700			910	1130	1300	2000
Sixth Westward		Marshall to Pullman. Pullman to Howell. Howell to Lewiston. Belmont to Farmington.	1.6 1.7 1.4	480 450 550	560 540 650	1030 970 1170	630 590 720			840 790 950	1030 970 1180	1220 1160 1400	1900 1700 1775

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TONNAGE RATINGS—FREIGHT ENGINES—Continued. **CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)**

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)					
			99-106 400-427 700-724 750	107-177	5400-5410	550-551 Series 6000 6051A 6052A	244 245 6000- 6006 6700 Series 6051A 6052A	500-501 552-569 850-863 900-911 6007- 6020 Series 244 & 245
Sixth Eastward	Lewiston to Arrow.....	0.7	1010	1200	2290	1340	1820	2500
	Arrow to Kendrick.....	0.8	900	1070	2042	1190	1590	2050
	Kendrick to Troy.....	2.4	320	380	700	540	700	700
	Troy to Howell.....	2.2	350	420	750	460	580	750
	Howell to Pullman.....	1.5	610	610	1100	680	890	1100
	Pullman to Belmont.....	1.1	680	810	1470	880	1200	1460
	Belmont to Oakesdale.....	0.6	1140	1360	2610	1560	2540	2900
	Oakesdale to Spangle.....	1.5	510	610	1100	680	890	1100
	Spangle to Marshall.....	1.3	745	890	1500	980	1300	1800
	Farmington to Belmont.....	0.9	590	700	1260	745	1025	1260
Seventh Westward	Pullman Jet. to Johnson.....	0.9	820	970	1770	1020	1360	1810
	Johnson to Colton.....	0.3	610	610	1100	680	890	1100
Seventh Eastward	Colton to Genesee.....	0.3	1850	2200	3990	2440	3170	4130
	Genesee to Colton.....	1.1	680	810	1470	880	1200	1460
Eighth Westward	Colton to Pullman Jet.....	1.1	680	810	1470	880	1200	1460
	Cheney to Medical Lake.....	1.2	630	750	1370	790	1100	1360
	Medical Lake to Creston.....	1.2	630	750	1370	790	1100	1360
	Creston to Almira.....	1.0	745	890	1690	960	1280	1640
	Almira to Hanson.....	0.7	1010	1200	2180	1280	1720	2150
	Hanson to Odair or Coulee City.....	0.7	1010	1200	2180	1280	1720	2150

Eighth Eastward	Coulee City to Hartline.....	1.0	745	890	1690	960	1280	1640
	Hartline to Creston.....	1.2	630	750	1370	790	1100	1360
	Creston to Medical Lake.....	1.0	745	890	1690	960	1280	1640
	Medical Lake to Cheney.....	0.9	820	970	1770	1020	1360	1810
	Eleanor to Davenport.....	0.9	820	970	1770	1020	1360	1810
	Connell to Odair.....	1.0	745	890	1690	960	1280	1640
Ninth Westward	Pasco to Attalia.....	0.3	1850	2200	3990	2440	3170	4130
	Attalia to Eureka.....	1.1	680	810	1470	880	1200	1460
	Eureka to Climax.....	1.6	480	560	1030	630	840	1030
	Climax to Walla Walla.....	1.0	745	890	1620	980	1280	1640
	Walla Walla to Minnick.....	1.6	480	560	1030	630	840	1030
	Minnick to Dayton.....	0.9	820	970	1770	1020	1360	1810
Ninth Eastward	Walla Walla to Tracy.....	1.9	410	480	870	540	700	850
	Dayton to Minnick.....	1.6	480	560	1030	630	840	1030
	Minnick to Walla Walla.....	1.0	745	890	1620	980	1280	1640
	Walla Walla to Eureka.....	1.0	745	890	1620	980	1280	1640
Eleventh Westward	Eureka to Pasco.....	2.2	350	420	750	460	580	750
	Apex to Pendleton.....	1.4	560	650	1190	725	965	1200
	Smeltz to Athena.....	2.2	350	420	750	460	580	750
Eleventh Eastward	Pendleton to Apex.....	1.6	480	560	1030	630	840	1030
	Apex to Attalia.....	1.7	450	540	990	610	800	990
Tenth Westward	Athena to Smeltz.....	1.1	680	810	1470	880	1200	1460
	Eureka to Pleasant View.....	0.5	1310	1560	2840	1730	2250	2750
Tenth Eastward	Pleasant View to Eureka.....	0.5	1310	1560	2840	1730	2250	2750

Note—Limit of load measurements based on 53' cars with 42' track 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....	20' 4"	20' 3"	20' 1"	19' 9"	19' 6"	19' 3"	19' 0"	18' 11"	18' 8"	20' 4"	12' 0"	Cabinet Tunnel.	
1st Subdivision....	19' 3"	19' 2"	19' 1"	18' 11"	18' 9"	18' 5"	18' 2"	18' 0"	17' 10"	19' 3"	12' 0"	Granite Tunnel.	
2nd Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	Bridge No. 1 Pasco, Columbia River.	
3rd Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	U. P. Bridge, Yakima River.	
4th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
5th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	Bridge No. 126, Clearwater River.	
6th Subdivision....	20' 6"	20' 5"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
7th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
8th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
9th Subdivision....	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	12' 0"	Bridge No. 3, Snake River.	
	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
10th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
11th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	Bridge No. 39, Umatilla River.	
	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
12th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	Tunnel No. 1.	
13th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		

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Note—Limit of load measurements based on 53' cars with 42' track centers.
Heights and widths in table allow 6 inches clearance.

MAXIMUM CLEARANCES—Continued.

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.													
	8ft. 6in. Wide	9ft. 6in. Wide	10 ft. Wide	10ft. 6in. Wide	11 ft. Wide	11ft. 6in. Wide	12 ft. Wide	Max. Height	Max. Width					
1st Subdivision....	ft. in. 18' 5"	ft. in. 18' 2"	ft. in. 17' 11"	ft. in. 17' 7"	ft. in. 16' 11"	ft. in. 16' 7"	ft. in. 16' 4"	ft. in. 20' 4"	ft. in. 12' 0"					
1st Subdivision....	ft. in. 17' 8"	ft. in. 17' 5"	ft. in. 16' 11"	ft. in. 16' 8"	ft. in. 16' 4"	ft. in. 16' 0"	ft. in. 15' 1"	ft. in. 19' 3"	ft. in. 12' 0"					
2nd Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
3rd Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 4"	ft. in. 20' 0"	ft. in. 19' 11"	ft. in. 19' 9"	ft. in. 20' 6"	ft. in. 12' 0"					
4th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 3"	ft. in. 20' 0"	ft. in. 19' 9"	ft. in. 19' 3"	ft. in. 19' 0"	ft. in. 20' 6"	ft. in. 12' 0"					
5th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
6th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 5"	ft. in. 20' 3"	ft. in. 20' 1"	ft. in. 20' 6"	ft. in. 12' 0"					
7th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
8th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
9th Subdivision....	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 18' 5"	ft. in. 12' 0"					
10th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
11th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
12th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					
13th Subdivision....	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 20' 6"	ft. in. 12' 0"					

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B. V. COYER, Assistant Superintendent.
C. J. McALOON, Trainmaster.
J. G. HEIMSJO, Trainmaster.

R. C. WEBB, Assistant Superintendent.
G. W. THOMPSON, Assistant Trainmaster.

F. W. COCHRAN, Trainmaster.
P. L. WESTINE, Trainmaster.
H. D. KLUM, Chief Dispatcher.