NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

1/1/73 ND 57

Special Instructions No. 2

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

Sunday, May 20, 1962

These Instructions constitute a part of the Time Table currently in effect.
Employes whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

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 ..... 15 MPH.
Handling pile drivers 26-33 inclusive ..... 40 MPH.
Handling other pile drivers, wrecking cranes, 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, incl.	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, 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-18	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 dead in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

When road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

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 engine only will apply power to start train, or to make backup movement with cars.

2. Rotary snow plow No. 46 not permitted without authority of the Superintendent.

3. 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.
Fourth through Eighth and Tenth through Thirteenth Subdivisions ..... 210,000 lbs., except NAHX 38,000 and 40,000 series loaded to 267,000 lbs. gross, SHPX 26,814 to 26,863, incl., loaded to 240,000 lbs. gross, and NAHX 39,000 series loaded to 226,000 lbs. gross permitted when preceded and followed by car weighing under 169,000 lbs.
Ninth Subdivision ..... 210,000 lbs., except NAHX 38,000 and 40,000 series loaded to 251,000 lbs. gross, SHPX 26,814 to 26,863, incl., loaded to 240,000 lbs. gross, and NAHX 39,000 series loaded to 226,000 lbs. gross, permitted when preceded and followed by empty car.

4. Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by Time Service Rules must not wear wristwatches while on duty unless such watches are of an approved type.

5. Rule 10(H)—When it is known in advance there will not be a flagman at yellow signal, per Rule 10(H), the following form of train order is authorized and will be issued when requested by foreman in charge:
ACCOUNT MEN AND EQUIPMENT ON TRACK BETWEEN MP ——— AND MP ——— BETWEEN (STATION) AND (STATION) FROM ——— M UNTIL ——— M ALL TRAINS MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOKOUT FOR HAND SIGNALS RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN IN CHARGE VERBALLY AUTHORIZES A DIFFERENT SPEED.
Foreman in charge of work must notify Chief Dispatcher in writing, furnishing location, time, and date such protection is desired.
When train order is issued, foreman will be given copy of such order if practicable. If not practicable, he will be verbally advised when train order is in effect.
Yellow flags must be placed one and one-half (1½) miles from outer work limits.
When this train order is in effect, trains must approach and proceed through this territory at restricted speed maintaining a careful lookout for signals and be prepared to stop at red signal. Restricted speed must not be exceeded unless foreman in charge of work verbally authorizes a different speed.
A green signal will be displayed to the right of each track at limit of restriction, but train may resume speed in advance of green signal when verbally authorized by foreman.
The above wording is a modification of Rule 10(H). The foreman may display a red signal anytime he requires its use account impassable track and trains will be governed by Rule 10(G).
(Note) The last sentence in the order would allow use of radio if desired to increase speed through limits.

6. 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.

7. Rule 519 of the 1959 edition of the Consolidated Code of Operating Rules will not apply on the Northern Pacific Railway. The following rule governs: "Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch, and signal continues to display the Stop-indication, after complying with Rule 104(B), movement may be made as provided by Rules 501(A)2 and S-509(B)."

8. Rule 607: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

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.

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:

(a) When such equipment is moved on its own wheels, it 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.

(b) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.

(c) 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.

(d) The above named equipment with the exception of pile drivers 26 through 33 inclusive when 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 way-bill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.

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

11. 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.

12. 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.

13. 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.

14. Standard Time Clocks—

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

15. 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.

16. **Log Instructions.**

Rule 806A will not apply to trains handling only logs in the consist. 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 but in all cases of obstruction, prompt action must be taken to protect trains.

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.

TRAINS HANDLING LOGS, WOOD BOLTS, OR VENEER BLOCKS, LOADED ON FLAT CARS, WILL BE GOVERNED BY THE FOLLOWING INSTRUCTIONS:

Loaded log flats without stakes will not be handled in trains unless logs are secured with two log 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, they 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 in cupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars, and obstruct other tracks, and prompt action must be taken to protect trains in case of obstruction. After dark such trainman must be provided with lighted electric lamp, lantern or fusees to watch for logs.

Double Track (except between Irvin and Yardley)—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.

Exception:

When loaded in compliance with the following instructions, logs in gondolas, skeletonized gondolas, permanent side stake log cars (SBF cars) and high stake log flats equipped with bunks may be handled in double track territory and through tunnels without log orders:

1. Bands on SBF log loads or bands and stakes on gondolas are not required when outside logs are loaded with more than ⅓ their diameter below top side of gondola or top of stakes on SBF cars. Inside logs must have good lay with four inches of log below end of gondola. Inside logs on SBF cars must have good lay and no short logs near car ends or use as top logs.

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 or top of stakes on SBF cars. 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 or top of stakes on SBF cars. 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 ¾-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 ¾-inch band across top of load between stakes. No bands around logs are required.

5. Car length logs loaded on high stake log flats equipped with bunks must have good lay on bunks and outside logs held in place by four stakes per side. Short length logs loaded on high stake log flats must have good lay on at least 2 bunks and outside logs held in place by at least 2 stakes per side and with no part of a log extending beyond car side. Stakes must be connected together at stake top with either chain or cable across car. Chain or cable passing through log load is to be positioned so top logs have good lay and top logs must have sufficient weight to hold side stakes vertical. Side logs must not extend more than ½ their diameter above stake tops. Inside logs must be well pyramided with no short top logs. When loaded as above, no bands are required for logs loaded on high stake flat cars.

6. 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 1¼ cords with two ¾-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—

Zone—Between	Maximum Speeds Permitted "B" "BB" "BBB" "BL" & "F" Mfst. Freight	Trains	Passenger
Paradise and MP 76 (between Noxon and Heron)	50 MPH.	55 MPH.	75 MPH.
MP 76 and MP 90 (between Heron and Colby)	50 MPH.	55 MPH.	60 MPH.
MP 90 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.

Automatic wheel checker is in service for westward trains on yard lead 500 feet west of connection with westward main track at east end of yard.

A two direction indicator located on north side of yard lead adjacent to the wheel checkers governs speed of trains entering yard.

Steady lunar white light—Proceed at Slow speed.

Flashing lunar white light—Reduce speed to 5 MPH.

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. **Sidings—**

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

Kootenai: Siding east of Kootenai station sign.

Sandpoint: Siding west of Kootenai station sign.

10. **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.

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.

Thompson Falls and Noxon for trains originating and terminating.

Hauser, for trains entering Fifth Subdivision.

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 "B" "BB" "BBB" "BL" & "F" Mfst. Freight Trains		Passenger
Yardley and Marshall, both tracks with current of traffic	50 MPH.	55 MPH.	60 MPH.
Yardley and Marshall, against current of traffic	49 MPH.	49 MPH.	59 MPH.
Except Marshall and MP 2	49 MPH.	49 MPH.	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.
Cactus and Pasco	50 MPH.	55 MPH.	75 MPH.
At Spokane through U. P. interlocking			25 MPH.

Over public crossings within corporate limits:

	Freight	Passenger
Cheney	35 MPH.	35 MPH.
Sprague	45 MPH.	45 MPH.
Ritzville	30 MPH.	30 MPH.
Lind	50 MPH.	60 MPH.
Hatton	50 MPH.	50 MPH.
Connell	45 MPH.	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. **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.

15. **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.

16. **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 "B" "BB" "BBB" "BL" & "F" Mfst. Freight	Trains	Passenger
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 35 (Gibbon)	50 MPH.	55 MPH.	60 MPH.
MP 35 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 train 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.

Eastward NP and SP&S Extra trains and engines entering the Receiving Yard will be governed by Yard Track Indicator located on right side of west Receiving Yard Lead opposite No. 8 switch and, if necessary, eastward extra trains and engines will line themselves into the track designated.

Westward NP and SP&S extra trains and engines departing from Pasco Yard will advise operator at Passenger Depot of their destination.

4. **At Kennewick—**Signal 34 is normally an approach signal. When changed to a clear signal, an eastward train, not instructed by train order to take siding, 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.

The 700 Area Power Plant at Richland is located near the end of Duane Street siding, behind a security fence which is equipped with a locked gate. The following procedure will be observed to gain entrance into the Power plant.

Monday through Friday, conductor will advise weighmaster on duty at the scalehouse that cars are to be spotted within the 700 Area Power Plant. Weighmaster on duty will call emergency officer at security patrol, advising estimated time of arrival at the locked gate. Security patrolman will be assigned to open the gate and remain in attendance while crew performs the work. On Saturdays, Sundays and holidays, conductor will call emergency officer, advising expected time of arrival at the 700 Area Power Plant, using telephone mounted on outside of scale house. Telephone number is posted inside telephone box.

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.
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.

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. **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, Parker.

13. **Register Exceptions—**

At Gibbon and Parker trains will register only when directed by train order to do so.

14. **Clearance Exceptions—**

At SP&S Jct., Gibbon and Parker clearance not required.

FOURTH SUBDIVISION.

MAIN (SUNNYSIDE) LINE

1. **Speed Restrictions—** Maximum Speeds Permitted

Zone—Between
Gibbon and Parker ..... 40 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 Zillah**—Main and yard tracks used jointly by U.P. and N.P. N.P. crews will be governed by U.P. RR., Rule 93, while occupying U.P. tracks.

4. **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.

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

6. **Register Stations**—
Gibbon.
Parker.

7. **Register Exceptions**—
At Gibbon and Parker trains will register only when directed by train order to do so.

8. **Clearance Exceptions**—
At Gibbon and Parker clearance not required.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Coeur d'Alene and Hauser	20 MPH.
Trains handling wrecking cranes 41, 42, 43, 44 and pile driver 25	15 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 Blackwell	10 MPH.
Wrecking Cranes 41 to 44 inc. and Pile Drivers 25 to 33 inc.	5 MPH.

Heavy car restrictions, Bridge 10—Cars under 30 feet long 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 Milwaukee-GN main track in accordance with rule 93 but no movement permitted east of west switch of connection between NP main track and joint Milwaukee-GN main track.

4. **Register Stations**—Hauser.

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

6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifth Subdivision.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight	Passenger
Marshall and Howell	40 MPH.	45 MPH.
When freight equipment handled	40 MPH.	40 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.	40 MPH.
Within corporate limits:		
Spangle—over Third Street only		25 MPH.
Rosalia		30 MPH.
Oakesdale—over public crossings only		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 48 inc. and pile drivers 25 to 33 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.
"Heavy cars weighing less than 210,000 lbs. when separated as above have no speed restriction. Heavy cars weighing less than 210,000 lbs. not separated as above must be restricted on the following bridges:

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

Loaded cars NAHX 38,000, 39,000, and 40,000 series and SHPX 26814 to 863 inc.:
Bridges 28, 56, 58, 102-107.2 inc. and 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, instead of 14(d) or (e) for recall of flagman.
Second Subdivision instructions govern.

4. **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.

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

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

7. **Between Pullman and Pullman Jct.**—Within yard limits, No. 311 and No. 314 will observe Operating Rule 93 the same as is required of second class and inferior trains.
Inferior trains may run ahead of delayed first class trains without train order authority.

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 han from "maintaining" position to "running" position momentari 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 dynar 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.
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.
At Genesee, clearance not required.

4. **Sidings,** except at Colton, are also used as industrial tracks.

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Seventh Subdivision.

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.
Except between Bassett Junction and Schrag	20 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 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.

10. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Eighth Subdivision between Cheney and Coulee City, including Davenport to Eleanor and Coulee City to Odair.

NINTH SUBDIVISION.
(WALLA WALLA BRANCH)

1. **Speed Restrictions—** **Maximum Speeds Permitted**

Zone—Between	
Pasco and Walla Walla	35 MPH.
except between Ainsworth Junction and Attalia, freight trains	50 MPH.
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.

Bridge 3—Between Ainsworth Jct. and Burbank:
All trains, engines and work equipment ..... 8 MPH.
Wrecking Cranes 45 to 48 inc. and Pile Drivers 26 to 33 inc. not permitted.
Wrecking Cranes 41 to 44 inc. are permitted when preceded and followed by two empty cars over 40 ft. long.
Pile Driver 25 is permitted when preceded and followed by four empty cars 40 ft. long.
Heavy cars weighing between 169,000 pounds and 210,000 pounds may be handled in trains provided they are not coupled to the engine and that no more than two such heavy cars are coupled together. Cars separating heavy cars from engine and from other heavy cars shall be over 40 ft. long and weigh under 169,000 pounds.
Diesel engines in 100,400 and 700 series and Nos. 98 and 525 permitted as single units only (multiple units not permitted).
Diesel engines in 200, 300, 500 (except 525) 600, 800 and 900 series permitted as single units or multiple units.
Diesel engines in 5400 to 7000 series inc. (as single or multiple units) permitted in detour service only.

Bridges 40.1, 77, 83.1, 88, 92 and 97—
Cars under 30 ft. long and weighing over 169,000 pounds must be separated from engine and from each other by a car weighing under 169,000 pounds.

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. **At Burbank—**
Eastward trains handling logs must stop for walking inspection of all loads of logs. In making this inspection, trainmen must give particular attention to condition and security of car stakes, evidence of excessive width of load or any unsafe condition and, if such is found, set out defective car, advising Chief Dispatcher at once by telephone.

5. **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.
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.

6. **At Attalia**—Derail on dead leg of wye adjacent to Eleventh Subdivision main track. Trains may expect to find this track blocked with cars.
At Boise Cascade Kraft Corporation—Engine bell must be rung continuously while any movement with engine and/or cars is being made on this trackage. When necessary to cut cars at crossing, a minimum opening of 50 feet must be provided with a larger opening provided if possible. On this trackage including lead to plant, cars must not be uncoupled from engine while in motion and must be handled with engine to coupling with other cars. Running switches are not permitted.

7. **At Walla Walla—**
At Main Street Crossing, highway traffic lights installed. Bea 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.

8. **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.

9. **Electric Switch Locks—**
At Burbank, on siding switches and Walla Walla Port District spur track switch.

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

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

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

13. **Register Exceptions**—At Attalia, Eureka and Waitsburg Jct. trains will not register unless directed by train order to do

14. **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.

15. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Ninth Subdivision between Attalia and Waitsburg including Tracy Junction to Tracy.

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.

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Tenth Subdivision.

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 5 (Between Duroc and Wayland) ..... 25 MPH.

MP 5 and Athena ..... 35 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 Sycle Canyon:
Wrecking cranes 45 to 48 inc. not permitted.
Bridges 7 to 17 inc., Van Sycle Canyon:
All trains ..... 20 MPH.

Heavy car restrictions Bridges 4 to 17 inc.—Cars under 30 ft. long 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 s' at Helix or Duroc to make brake pipe test if consist of tr.. 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.
At Smeltz, trains will not register unless directed by train order to do so.

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.

15. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Eleventh Subdivision between Zangar Junction and U.P. (nection at Pendleton, including Smeltz to Athena.

TWELFTH SUBDIVISION.
(SNAKE RIVER BRANCH)

1. **Speed Restrictions—** **Maximum Speeds Permitted**

Zone—Between

Riparia and Snake River Jct. ..... **25 MPH.**

Trains handling locomotive cranes or pile drivers, except pile drivers 25 to 33 inc..... 20 MPH.

Trains handling wrecking cranes 41, 42, 43 or 44 and pile driver 25 to 33 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 and gates locked against N.P. trains when not in use.

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.

8. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Twelfth Subdivision.

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 drivers, (except pile drivers 25 to 33 inc.) or locomotive crane..... 20 MPH.

Trains handling wrecking cranes 41, 42, 43 and 44 and pile drivers 25 to 33 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.

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Thirteenth Subdivision.

12.

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)									
			99-106 400-427 700-724 750 800-803	107-177	5400-5410	550-551 6500-Series 6600-6601	244 245 6000-6006 6700 Series 6051-A 6052-A	500-501 552-569 850-863 900 Series 6007-6020 6050 Series	200 300 and 7000 Series Except 244 & 245	525
First Westward	Paradise to Athol	0.5	1810	1560	2840	2070	2250	2750	3340	4180
	Athol to Yardley	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Eastward	Yardley to Athol	0.4	1530	1820	3310	2020	2630	3420	3900	4850
	Athol to Sandpoint	.....	1530	1820	3310	2020	2630	3420	3900	4850
	Sandpoint to Trout Creek	0.4	1530	1820	3310	2020	2630	3420	3900	4850
	Trout Creek to Paradise	0.4	1530	1820	3310	2020	2630	3420	3900	4850
Second Westward	Yardley to Marshall	1.1	680	810	1470	880	1200	1460	1750	2240
	Marshall to Cheney	1.0	745	890	1620	950	1280	1640	1900	2430
	Cheney to Lind	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence	0.6	1140	1360	2460	1440	1975	2400	2900	3600
	Providence to Pasco	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second Eastward	Pasco to Cunningham	0.7	1010	1200	2180	1230	1720	2150	2580	3250
	Cunningham to Providence	1.0	745	890	1620	950	1280	1640	1900	2430
	Providence to Lind	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Ritzville	0.7	1010	1200	2180	1230	1720	2150	2580	3250
	Ritzville to Sprague	0.7	1010	1200	2180	1280	1720	2150	2580	3250
	Sprague to Fishtrap	1.0	745	890	1620	950	1280	1640	1900	2430
	Fishtrap to Cheney	0.7	1010	1200	2180	1280	1720	2150	2580	3250
	Cheney to Yardley	1.0	745	890	1620	950	1280	1640	1900	2700
V[illegible]. P. & S. Eastward	Pasco to Marshall Jct	.....	1530	1820	3310	2020	2125	3200	3900	4850

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit) 99-106 400-427 700-724 750 800-803	107-177	5400-5410	550-551 6500 Series 6600 -6601	244 245 6000-6006 6700 Series 6051A 6052A	500-501 552-569 850-863 900 Series 6007-6020 6050 Series	200 300 and 7000 Series Except 244 & 245	525
Third Westward	Pasco to Richland	1.0	745	890	1620	950	1280	1640	1900	2700
	Pasco to Kennewick									
	Kennewick to Badger	0.8	900	1070	1950	1130	1500	1980	2300	2900
	Badger to Prosser	0.8	900	1070	1950	1130	1500	1980	2300	4300
	Prosser to Toppenish	0.2	2320	2760	4990	3070	3990	4500	5910	4500
	Toppenish to Yakima	0.3	1850	2200	3990	2440	3170	4130	4710	4400
Third Eastward	Yakima to Kiona	0.5	1310	1560	2840	1730	2250	2750	3340	4400
	Kiona to Badger	0.5	1310	1560	2840	1730	2250	2750	3340	4400
	Badger to Pasco									
	Richland to Pasco	1.3	590	700	1260	745	1025	1260	1490	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	1975	2400	2900	4500
Fifth Westward	Coeur d'Alene to Blackwell	1.5	510	610	1100	680	890	1100	1300	2000
	Blackwell to Post Falls	1.4	550	650	1220	735	1000	1230	1400	2100
	Post Falls to Hauser	1.5	510	610	1140	700	930	1150	1300	2000
Fifth Eastward	Hauser to Coeur d'Alene	1.5	510	610	1190	700	910	1130	1300	2000
Sixth Westward	Marshall to Pullman	1.6	480	560	1030	630	840	1030	1220	1900
	Pullman to Howell	1.7	450	540	970	590	790	970	1160	1700
	Howell to Lewiston									
	Belmont to Farmington	1.4	550	650	1170	720	950	1180	1400	1775

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit) 99-106 400-427 700-724 750 800-803	107-177	5400-5410	550-551 6500 Series 6600 6601	244 245 6000-6006 6700 Series 6051A 6052A	500-501 552-569 850-863 900 Series 6007-6020 6050 Series	200 300 and 7000 Series Except 244 & 245	525
Sixth Eastward	Lewiston to Arrow	0.7	1010	1200	2290	1340	1820	2500	2580	4000
	Arrow to Kendrick	0.8	900	1070	2042	1190	1590	2050	2300	3300
	Kendrick to Troy	2.4	320	380	700	420	540	700	760	1050
	Troy to Howell	2.2	350	420	750	460	580	750	850	1200
	Howell to Pullman	1.5	510	610	1100	680	890	1100	1300	1730
	Pullman to Belmont	1.1	680	810	1470	880	1200	1460	1750	2300
	Belmont to Oakesdale	0.6	1140	1360	2610	1560	2085	2540	2900	4500
	Oakesdale to Spangle	1.5	510	610	1100	680	890	1100	1300	1730
	Spangle to Marshall		745	890	1500	950	1280	1640	1900	2700
Seventh Westward	Pullman Jct. to Johnson	0.9	820	970	1770	1020	1360	1810	2070	2600
	Johnson to Colton		510	610	1100	680	890	1180	1300	1870
	Colton to Genesee	0.3	1850	2200	3990	2440	3170	4130	4710	6450
Seventh Eastward	Genesee to Colton							4000	4200	5000
	Colton to Johnson	1.1	680	810	1470	880	1200	1460	1750	2480
	Johnson to Pullman Jct.									
Eighth Westward	Cheney to Medical Lake	1.1	680	810	1470	880	1200	1460	1750	2560
	Medical Lake to Creston	1.2	630	750	1370	790	1100	1360	1600	2380
	Creston to Almira									
	Almira to Hanson	1.2	630	750	1370	790	1100	1360	1600	2330
	Hanson to Odair or Coulee City									
	Davenport to Eleanor	1.0	745	890	1690	950	1280	1640	1900	2700
	Odair to Connell	0.7	1010	1200	2180	1280	1720	2150	2580	3600

Eighth Eastward	Coulee City to Hartline	1.0	745	890	1690	950	1280	1640	1900	2700
	Hartline to Creston	1.2	630	750	1370	790	1100	1360	1600	2330
	Creston to Medical Lake	1.0	745	890	1690	950	1280	1640	1900	2700
	Medical Lake to Cheney	0.9	820	970	1810	1040	1390	1840	2070	2800
	Eleanor to Davenport	0.9	820	970	1770	1020	1360	1810	2070	2800
	Connell to Odair	1.0	745	890	1620	950	1280	1640	1800	2400
Ninth Westward	Pasco to Attalia	0.3	1850	2200	3990	2440	3170	4130	4710	5730
	Attalia to Eureka	1.1	680	810	1470	880	1200	1460	1750	2190
	Eureka to Climax	1.6	480	560	1030	630	840	1100	1220	1530
	Climax to Walla Walla	1.0	745	890	1620	950	1280	1640	1900	2400
	Walla Walla to Minnick	1.6	480	560	1030	630	840	1030	1220	1530
	Minnick to Dayton	0.9	820	970	1770	1020	1360	1810	2070	2600
	Walla Walla to Tracy	1.9	410	480	870	540	700	850	1020	1300
Ninth Eastward	Dayton to Minnick	1.6	480	560	1030	630	840	1030	1220	1600
	Minnick to Walla Walla	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Walla Walla to Eureka	1.0	745	890	1620	950	1280	1640	1900	2400
	Eureka to Pasco	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Tracy to Walla Walla	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh Westward	Attalia to Apex	2.2	350	420	750	460	580	750	850	1100
	Apex to Pendleton	1.4	550	650	1190	725	965	1200	1400	2000
	Smeltz to Athena	2.2	350	420	750	460	580	750	850	1100
Eleventh Eastward	Pendleton to Apex	1.6	480	560	1030	630	840	1030	1220	1530
	Apex to Attalia	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Athena to Smeltz	1.7	450	540	990	610	800	990	1160	1680
Tenth Westward	Eureka to Pleasant View	1.1	680	810	1470	880	1200	1460	1750	2190
Tenth Eastward	Pleasant View to Eureka	0.5	1310	1560	2840	1730	2250	2750	3340	4500

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. HEIGHT ABOVE TOP OF RAIL.											Governing Structure
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	Max. Height	Max. Width	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
1st Subdivision	Main Line (Paradise–Sandpoint)	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	Main Line (Sandpoint-Yardley)	19′ 3″	19′ 3″	19′ 1″	18′11″	18′10″	18′ 8″	18′ 5″	18′ 3″	18′ 1″	19′ 3″	12′ 0″	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″	20′ 6″	12′ 0″	
3rd Subdivision	Main Line (Pasco-Yakima)	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.
4th Subdivision	Sunnyside Line	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.
5th Subdivision	Fort Sherman Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
6th Subdivision	Palouse and Lewiston Branch	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.
7th Subdivision	Genesee Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
8th Subdivision	Washington Central Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
9th Subdivision	Walla Walla Branch	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.
	Tracy Jct. to Tracy	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
10th Subdivision	Eureka Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
11th Subdivision	Pendleton Branch	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.
	Smeltz to Athena	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	
12th Subdivision	Snake River Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 4″	20′ 2″	20′ 6″	12′ 0″	Tunnel No. 1.
13th Subdivision	Simcoe Branch	20′ 6″	20′ 6″	20′ 6″	20′	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	12′ 0″	

N[illegible] Limit of load measurements based on 52' cars w[illegible]2' truck centers.
Heights and widths in table allow 6 inches clearance.

MAXIMUM CLE[illegible]ANCES—Continued.

Table is based on open car loading equally d[illegible]ded on either side of center line of car.

SUBDIVISION.		LIMIT OF LOAD MEASUREMENT — HEIGHT ABOVE TOP OF RAIL.										Governing Structure
		8ft. 6in. Wide	9 ft. Wide	9ft. 6in. Wide	10 ft. Wide	10ft.6in. Wide	11 ft. Wide	11ft.6in. Wide	12 ft. Wide	Max. Height	Max. Width	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
1st Subdivision....	Main Line (Paradise-Sandpoint).....	18' 5"	18' 2"	17' 11"	17' 7"	17' 3"	16' 11"	16' 7"	16' 4"	20' 4"	12' 0"	Cabinet Tunnel.
1st Subdivision.....	Main Line (Sandpoint-Yardley).....	17' 11"	17' 9"	17' 6"	17' 4"	17' 2"	16' 11"	16' 6"	16' 0"	19' 3"	12' 0"	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"	12' 0"	
3rd Subdivision....	Main Line (Pasco-Yakima)..	20' 6"	20' 6"	20' 6"	20' 4"	20' 2"	20 '0"	19'11"	19' 9"	20' 6"	12' 0"	Bridge No. 1 Pasco, Columbia River.
4th Subdivision....	Sunnyside Line.....	20' 6"	20' 6"	20' 3"	20' 0"	19' 9"	19' 6"	19' 3"	19' 0"	20' 6"	12' 0"	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"	12' 0"	
6th Subdivision....	Palouse and Lewiston Branch	20' 6"	20' 6"	20' 6"	20' 6"	20' 5"	20' 3"	20' 1"	19'11"	20' 6"	12' 0"	Bridge No. 126, Clearwater River.
7th Subdivision....	Genesee Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
8th Subdivision....	Washington Central Branch..	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
9th Subdivision....	Walla Walla Branch.....	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.
	Tracy Jct. to Tracy.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
10th Subdivision....	Eureka Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
11th Subdivision....	Pendleton Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 4"	20' 3"	20' 6"	12' 0"	Bridge No. 39, Umatilla River.
	Smeltz to Athena.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
12th Subdivision....	Snake River Branch.....	20' 0"	19' 10"	19' 9"	19' 7"	19' 0"	18' 4"	17' 7"	16'11"	20' 6"	12' 0"	Tunnel No. 1.
13th Subdivision....	Simcoe Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	

J. J. AUGE, Assistant Superintendent.
C. J. McALOON, Trainmaster.
J. W. MILLER, Trainmaster.

R. C. WEBB, Assistant Superintendent.

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