

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 3

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

Friday, January 1, 1965

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.

**D. H. KING,
Superintendent.**

**N. M. LORENTZSEN,
General Manager.**

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

ALL SUBDIVISIONS.

1. Speed Restrictions— Maximum Speeds Permitted

Passenger trains	75 MPH.
All freight and mixed trains.....	60 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 all scale test cars at speed shown	35 MPH.
	} Main Line
	} Branch Lines
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.
Handling phosphate in open top cars.....	50 MPH.
Handling company gravel or ballast.....	50 MPH.
DF trains handling logs.....	35 MPH.

	Handling trains	Running light
Diesel-electric engines		
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, 245, 260, 263 and 267.....	65 MPH.	65 MPH.
Nos. 244, 245, 260, 263, 267 and 556.....	75 MPH.	65 MPH.
400, 600 and 700 series	45 MPH.	45 MPH.
500, 501, 552-555 and 557-569 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.
2500 series	70 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:		
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. (a) Rotary Snow Plow 46 not permitted without authority of Superintendent.

(b) Heavy cars—Cars heavier than the following not permitted without authority of Superintendent:

Cars under 35 feet long—	
First through Fourth Subdivisions.....	263,000 lbs.
Fifth through Thirteenth Subdivisions.....	220,000 lbs.
Cars over 35 feet long—	
All Subdivisions	263,000 lbs.

Bridge and Engine Restrictions Item under each Subdivision specifies restrictions as to speed and manner of handling heavy cars in trains.

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

4. Rule 7(A), fourth paragraph, Consolidated Code of Operating Rules, is modified as follows:

When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

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 (EASTWARD, WESTWARD OR MAIN) TRACK BETWEEN (MILEPOST LOCATIONS) BETWEEN (STATION) AND (STATION) FROM (TIME) UNTIL (TIME) ALL TRAINS ON (EASTWARD, WESTWARD OR MAIN) TRACK MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOK OUT 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.

Consolidated Code Rules Nos. 205 and 206 are modified to permit use of rubber stamp and printed train order forms as follows:

When rubber stamp and printed train order forms are used for issuance of train order form shown under this Item 5, Train Dispatchers, after recording form in train order book with stamp, are required to write and transmit only train order numbers, address, track designation, mile post locations, stations and time limits. In addition, date will be transmitted when necessary. Train order operators using printed form for such train orders are required to copy and repeat only that portion transmitted by the Train Dispatcher.

6. Flashing type lamps may be used as markers provided they are of the approved type. When this type of marker is used on rear of train, Rules 19 and D-19 are modified and Rule 19(E) of the Consolidated Code will not apply as indicated in the following.

Rule 19. By night, marker lamps lighted, displaying red to the

rear except when train is clear of main track in non-Automatic Block Signal territory, green will be displayed to the rear.

Rule D-19. By night, when train is turned out against the current of traffic, marker lamps lighted must display green to the rear on the side next to the main track on which the current of traffic is in the direction train is moving and red to the rear on the opposite side.

Rule 19(E). Does not apply in CTC or Automatic Block Signal territory, and following train will be governed by signal indication.

7. 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.
8. Second paragraph, Page 145, Consolidated Code of Operating Rules, is amended as follows:
Except on branch lines and as otherwise provided in the Special Instructions, Advance-warning signs are, as far as feasible, located 5280 feet in advance of the Reduce speed signs.
On branch lines, except as otherwise provided in the Special Instructions, Advance-warning signs are, as far as feasible, located approximately 3000 feet in advance of the Reduce speed signs.
The numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed or to a Resume speed sign.
9. 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)."
10. Rule 607: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
11. 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 waybill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.

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

13. 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.

14. 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.

15. 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.
Wheeler—Passenger Station.

16. 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—Yard Office.

17. 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.

18. 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 will not be handled in trains unless logs are secured with at least two log binder cables, or two 2" x .050" high tension steel bands, or two 1 1/4" x .065" 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 so that cables or bands will bear on each end of such short logs. Band 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 fuses 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.

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 1/2 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" x .050", or 1 1/4" x .065" high tension 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 ends of logs, being around and over all logs with two-thirds

or more of log above gondola sides. When short logs are loaded above gondola sides, such logs must be secured as above by at least two bands.

3. When loaded in gondolas, two 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules 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 3/4-inch band across top of load between stakes.
4. When loaded in gondolas, four 8-ft. stakes will diameter per Rule 10, Sec. 1, of AAR loading rules on each side of car may be used with five strands No. 9 wire or 3/4-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 1/2 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 in gondola cars must have side protection of wire mesh or boards per Figure 11 of the AAR loading rules unless that portion loaded above gondola side is made up in bundles of not more than 1 1/4 cords secured with two 3/4" by .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, eight foot pulpwood of uniform size must be placed vertically to provide a solid wall at each end of the car and these vertical pieces secured with one 3/4" by .028" high tension band encircling all of the vertical pieces in a figure eight fashion so as to prevent lateral movement.

FIRST SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted All Freight and Mixed Trains	Passenger
Paradise and MP 76 (between Noxon and Heron)	60 MPH.	75 MPH.
MP 76 and MP 90 (between Heron and Colby)	60 MPH.	60 MPH.
MP 90 and MP 63 (Irvin).....	60 MPH.	75 MPH.
Irvin and Yardley.....	60 MPH.	75 MPH.
Irvin and Parkwater (Long Lead)..	60 MPH.	75 MPH.

Over public crossings within corporate limits:
Thompson Falls30 MPH.

At Plains: Passenger trains picking up mail off mail crane50 MPH.
2. **Bridge and Engine Restrictions—**
Bridge 3.2 between Sandpoint and Algoma:
Across entire bridge.....30 MPH.
3. Yard engines desiring to move through interlocking at Havana Street or Parkwater must call Train Dispatcher on phone and advise route to be used.
When necessary to switch over dual control switches from switching lead to yard, from Westward main track to yard at Havana Street, from Long Lead to yard, from Eastbound Yard lead connection to Main Track, or on Main Track at Parkwater, authority must be obtained from the Train Dispatcher. He will position and lock dual control switches as required and then display a flashing red signal indication on the signals involved.

Switching operations can be carried on continuously while signals are flashing red. A member of the switch crew must promptly inform the Train Dispatcher when switching operations have been completed. When a steady red (STOP) indication is displayed, the track between home signals must be cleared immediately and the Train Dispatcher contacted for further instruction.

Yard engines, desiring to occupy main track between Havana Street and Parkwater on the time of delayed First Class trains, must receive verbal authority from Yardmaster. Yardmaster must receive authority from Train Dispatcher.

Eastward trains, on the time of superior trains, are authorized to proceed on main track through to beginning of CTC at Parkwater if governing eastward Interlocking Signal at Havana Street indicates proceed.

Westward trains, on the time of superior trains, are authorized to proceed on main track through to Havana Street Interlocking if governing westward Interlocking Signal, located at end of CTC limits, Parkwater, indicates proceed.

The Long Lead and Main Track between Irvin and Parkwater signaled for train movements in either direction.

4. **At Sandpoint**—Time of first class trains applies at passenger station. CTC phone located at east and west end Bridge 3.2.
5. **At Granite Tunnel**—CTC phone located near east portal of tunnel.
6. **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.
7. **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 crossover to 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.
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.
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 Yardley and west of Spokane operated as one yard.
11. **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.
12. **Clearance Exceptions**—**At Yardley**, trains cleared at Spokane will not require clearance.
At Hauser, trains from Fifth Subdivision will not require a clearance.
At Sandpoint, eastward trains will require a clearance.

SECOND SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions — Zone—Between	Maximum Speeds Permitted	
	All Freight and Mixed Trains	Passenger
Yardley and Marshall, both tracks with current of traffic	60 MPH.	60 MPH.
Yardley and Marshall, against current of traffic	49 MPH.	59 MPH.
Except Marshall and MP 2	49 MPH.	50 MPH.
MP 2 and MP 1	35 MPH.	35 MPH.
Marshall and Cheney (west switch)	60 MPH.	60 MPH.
Cheney and MP 41 (Sprague)	60 MPH.	75 MPH.
MP 41 and MP 49 (between Sprague and Keystone)	60 MPH.	60 MPH.
MP 49 and MP 79 (between Paha and Lind)	60 MPH.	75 MPH.
MP 79 and MP 115 (east switch Cactus)	60 MPH.	60 MPH.
Cactus and Pasco	60 MPH.	75 MPH.
At Spokane through U.P. interlocking	25 MPH.	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 track3 long, 1 short
 Sixth Subdivision1 long, 2 short, 1 long
 Siding1 long, 1 short, 1 long, 1 short
 SP&S connection1 long, 1 short, 1 long

EASTWARD:

Eastward main track4 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.

Westward first class trains will run at restricted speed between the main track crossover connection at the east end of the Depot Yard and the Passenger Station.

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

10. 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.

11. Yard Limits—

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

12. 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.

13. 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.

14. 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.

15. 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)

Zone—Between	Maximum Speeds Permitted	
	All Freight and Mixed Trains	Passenger
Pasco and Vista (east switch).....	60 MPH.	75 MPH.
Vista and MP 21 (between Badger and Kiona)	60 MPH.	75 MPH.
MP 21 and MP 35 (Gibbon).....	60 MPH.	60 MPH.
MP 35 and MP 88 (east end Yakima)	60 MPH.	75 MPH.
MP 88 and Yakima passenger station	60 MPH.	60 MPH.
At UP crossing—Interlocking (between Parker and Union Gap).....	60 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 cabooses 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.

(SUNNYSIDE LINE)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Gibbon and Parker40 MPH.
Over public crossings within corporate limits:
Sunnyside, Granger, Zillah and Grandview.....30 MPH.
- Bridge Restrictions—**
Wrecking Cranes 45 to 48 incl., over bridges.....15 MPH.
- 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.
- Between Donald and Parker—**U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and N.P., is governed by automatic interlocking home signals and trains must move through at restricted speed. Normal indication of westward home signal is "stop" and when switches are lined for N.P. track should indicate "clear". Normal indication of eastward home signal is "stop", but if the U.P. circuit is not occupied will change to indicate "clear" on approach. After passing this signal indicating "clear", eastward trains must stop and line switches before crossing U.P. tracks. If home signal does not clear after one minute and there is no other train between the interlocking home signals, trains will proceed under flag protection between the home signals governing gantlet track. Release box is located at end of bridge. There are two switches to be lined by N.P. trains at the east end of the bridge. Normal position of switches is for U.P.
- Extra Trains—**Between Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.
- Register Stations—**
Gibbon.
Parker.
- Register Exceptions—**
At Gibbon and Parker trains will register only when directed by train order to do so.
- Clearance Exceptions—**
At Gibbon and Parker, clearance not required.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Coeur d'Alene and Hauser20 MPH.
Trains handling wrecking cranes 41, 42, 43, 44 and
pile driver 2515 MPH.
Over public crossings within corporate limits:
Coeur d'Alene6 MPH.
Advance-warning signs are located 1500 feet in advance of
Reduce speed signs.
- Bridge and Engine Restrictions—**
Wrecking Cranes 45 to 48, inc.—
Over Bridge 10Not Permitted
Over other bridges10 MPH.
Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28,
inc., and Diesel Engines, Type U25C—
Over Bridge 105 MPH.
All Other Trains—
Over Bridge 1010 MPH.
Cars under 35 feet long and weighing between 177,000 pounds
and 220,000 pounds must be preceded and followed by a car
weighing under 177,000 pounds over Bridge 10.
- 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.

- Register Stations—**Hauser.
- Clearance Exceptions—**
At Coeur d'Alene trains will not require clearance.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Freight Passenger
Marshall and Howell.....40 MPH. 45 MPH.
When freight equipment handled.....40 MPH. 40 MPH.
Howell and Kendrick, Mountain Grade—
Descending20 MPH. 30 MPH.
Ascending30 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.
Rosalia30 MPH.
Oakesdale—over public crossings only.....25 MPH.
Garfield25 MPH.
except over public crossings.....20 MPH.
Palouse30 MPH.
Pullman—over Kamiaken Street only.....20 MPH.
Moscow20 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.

- Bridge and Engine Restrictions—**
Wrecking Cranes, Pile Drivers and cars weighing over 177,000 pounds must be separated from engine.
Wrecking Cranes 45 to 48, inc.—
Over Bridges10 MPH.
Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28,
inc., and Diesel Engines, Type U25C—
Over Bridges20 MPH.
Cars under 35 feet long and weighing between 177,000
pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds, with
speed over bridges restricted to.....10 MPH.
Cars over 35 feet long and weighing between 177,000
pounds and 220,000 pounds over Bridges 28, 58, 102,
102.1, 105 and 107.1.....20 MPH.
Cars over 35 feet long and weighing between 220,000
pounds and 263,000 pounds over Bridges 28, 58, 102,
102.1, 102.2, 105, 107, 107.1 and 107.210 MPH.
- 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 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.

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

**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 MP 4..... | 15 MPH. |
| MP 4 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 | |
| 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— | |
| Cars weighing over 177,000 pounds must be separated from engine. | |
| Wrecking Cranes 41 to 48, inc., Pile Drivers 25 to 28, inc., and Diesel Engines, Type U25C— | |
| Over bridges, except Bridges 126 and 165..... | 15 MPH. |
| Over Bridges 126 and 165 with Wrecking Cranes 45 to 48, inc., separated from engine and heavy cars..... | 10 MPH. |
| Cars under 35 feet long and weighing between 177,000 pounds and 220,000 pounds must, over Bridge 126, be preceded and followed by a car weighing under 177,000 pounds, with speed restricted to..... | |
| | 20 MPH. |
| Cars over 35 feet long and weighing between 220,000 pounds and 263,000 pounds— | |
| Over Bridge 126..... | 20 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—
EleanorNinety feet east of east switch.
9. Register Stations—
Cheney. Connell. Coulee City. Warden.
10. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Cheney and Coulee City, including Davenport to Eleanor and Coulee City to Odair.

NINTH SUBDIVISION.

(WALLA WALLA BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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—**

All trains, engines and work equipment over Bridge 3.. 8 MPH.

Wrecking Cranes 45 to 48, inc.—
Not permitted over Bridge 3.

Over other bridges.....15 MPH.

Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28, inc.—
Over Bridge 3 must be preceded and followed by two empty cars over 40 feet long.

Pile Drivers 29 to 33 inc. are permitted over Bridge 3 when boom is resting on idler car and provided Pile Driver is preceded and followed by a car over 40 ft. long and weighing under 75,000 pounds.

Cars under 35 feet long weighing between 177,000 pounds and 220,000 pounds—
Over Bridges 40.1, 77, 83.1, 88, 92 and 97.....20 MPH.
Over Bridge 3 such cars must be separated and each preceded and followed by a car over 40 feet long and weighing under 177,000 pounds.

Cars over 35 feet long weighing between 177,000 pounds and 220,000 pounds—
Over Bridge 3 cars may be operated singly or in groups of two, provided such individual cars or groups of two are preceded and followed by a car weighing under 177,000 pounds.

Cars over 35 feet long weighing between 220,000 pounds and 263,000 pounds—
Over Bridge 3 each such car must be preceded and followed by a car weighing under 177,000 pounds.

Diesel Engines, Type U25C—
Not permitted over Bridge 3.

Diesel Engines in 100, 400 and 700 series and No. 525—

Over Bridge 3 in single units only permitted.
Diesel Engines in 200, 300, 500 (except 525), 600, 800 and 900 series—

Over Bridge 3 permitted as single or multiple units.
Diesel Engines in 5400 to 7000 series, inc.—
Over Bridge 3, permitted in detour service only.

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. 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.
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 so.
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 between Attalia and Waitsburg including Tracy Junction to Tracy.

TENTH SUBDIVISION. (EUREKA BRANCH)

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between
Eureka and Pleasant View15 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
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.

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 Pendleton30 MPH.
Smeltz and MP 5 (Between Duroc and Wayland)25 MPH.
MP 5 and Athena35 MPH.
Attalia and Pendleton, trains handling pile driver or locomotive crane20 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
2. **Bridge and Engine Restrictions—**
Wrecking Cranes 45 to 48, inc.—
Over Bridge 7, not permitted.
Over other bridges, when preceded and followed by an empty car.....10 MPH.
Diesel Engines, Type U25C—
Over all bridges.....20 MPH.
Cars under 35 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds over Bridge 4.
Cars over 35 feet long and weighing between 177,000 pounds and 220,000 pounds—
Over Bridge 8.2.....20 MPH.

Cars over 35 feet long and weighing between 220,000 pounds and 263,000 pounds—

Over Bridges 4 and 7 to 17, incl.....20 MPH.
Other engines, work equipment and trains—
Over bridges30 MPH.

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. Derail switches on main track at 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.
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.

- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Zangar Junction and U.P. connection at Pendleton, including Smeltz to Athena.

TWELFTH SUBDIVISION. (SNAKE RIVER BRANCH)

- Speed Restrictions—**
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 drivers 25 to 33 inc. **15 MPH.**
Through Tunnel No. 1, seven miles east of Windust. **15 MPH.**
At Riparia, engines using wye **15 MPH.**
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
- Bridge and Engine Restrictions—**
Wrecking Cranes 45 to 48, inc.—
Over bridges **10 MPH.**
- 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.
- At Riparia, normal position crossing gates is for U.P. trains and gates locked against N.P. trains when not in use.
- Sidings, except at Perry and Windust are also used as industrial tracks.
- Register Stations—**
Riparia—Pasco.
- 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.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

THIRTEENTH SUBDIVISION. (SIMCOE BRANCH)

- Speed Restrictions—**
Zone—Between
Toppenish and White Swan **40 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.**
Within corporate limits:
Harrah **25 MPH.**
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
- Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48, inc.—
Over bridges **10 MPH.**
- At White Swan—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur.
- Clearance Exception—**
At White Swan, trains will not require clearance.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

TONNAGE RATINGS—FREIGHT ENGINES.

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit consists are for each unit)												
			99-106 400-427 700-724 750	800-803	107-177	5400- 5410	550-551 Series 6500- 6600- 6601	244 245 6000- 6006 6700 Series 6007-6020 6051-A 6052-A	2070	2840	2020 2020 2020 2020 2020	2630 2630 2630 2630 2630	2750	3340	525
First Westward	Paradise to Athol.	0.5	1310	1560	1820	1470	880	2070	2840	2020	2630	2750	3340	4180	4980
	Athol to Yardley.	0.5	1310	1560	1820	1470	880	2070	2840	2020	2630	2750	3340	4180	4980
First Eastward	Yardley to Athol.	0.4	1530	1820	1820	3310	2020	2020	3310	2020	2630	3420	3900	4850	5800
	Athol to Sandpoint.	0.4	1530	1820	1820	3310	2020	2020	3310	2020	2630	3420	3900	4850	5800
	Sandpoint to Trout Creek.	0.4	1530	1820	1820	3310	2020	2020	3310	2020	2630	3420	3900	4850	5800
	Trout Creek to Paradise.	0.4	1530	1820	1820	3310	2020	2020	3310	2020	2630	3420	3900	4850	5800
Second Westward	Yardley to Marshall.	1.1	680	810	810	1470	880	1440	2460	1440	1280	1460	1750	2240	3100
	Marshall to Cheney.	1.0	745	890	890	1620	950	1440	2460	1440	1280	1640	1900	2430	3300
Second Eastward	Cheney to Lind.	0.6	1140	1360	1360	2460	1440	1440	2460	1440	1280	2400	2900	3600	4360
	Providence to Pasco.	0.6	1140	1360	1360	2460	1440	1440	2460	1440	1280	2400	2900	3600	4360
Via S. P. & S. Eastward	Pasco to Cunningham.	0.7	1010	1200	1200	2180	1230	1230	2180	1230	1720	2150	2580	3250	3860
	Cunningham to Providence.	1.0	745	890	890	1620	950	1230	1620	950	1280	1640	1900	2430	3300
	Providence to Lind.	0.7	1010	1200	1200	2180	1230	1230	2180	1230	1720	2150	2580	3250	3860
	Lind to Ritzville.	0.7	1010	1200	1200	2180	1230	1230	2180	1230	1720	2150	2580	3250	3860
	Ritzville to Sprague.	1.0	745	890	890	1620	950	1230	1620	950	1280	1640	1900	2430	3300
	Sprague to Fishtrap.	0.7	1010	1200	1200	2180	1230	1230	2180	1230	1720	2150	2580	3250	3860
Fishtrap to Cheney.	0.7	1010	1200	1200	2180	1230	1230	2180	1230	1720	2150	2580	3250	3860	
Cheney to Yardley.	1.0	745	890	890	1620	950	1230	1620	950	1280	1640	1900	2430	3300	
	Pasco to Marshall Jct.	1.0	1530	1820	1820	3310	2020	2020	3310	2020	2630	3420	3900	4850	5800

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

TONNAGE RATINGS—FREIGHT ENGINES—Cont.		CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)										
SUBDIVISION	DISTRICT	Ruling Grade	99-106 400-427 700-724 750	800-803	107-177	5400-5410	6600 Series 6601	550-551 Series 6500	244 245 6000- 6006 6700 Series 6051A 6052A	200 300 and 7000 Series Except 244 & 245	525	2500 Series
Third Westward	Pasco to Richland.....	1.0	745	890	1620	950	1280	1640	1900	2700	3300	
	Pasco to Kennewick.....	0.8	900	1070	1950	1130	1500	1980	2300	2900	3470	
	Kennewick to Badger.....	0.8	900	1070	1950	1130	1500	1980	2300	2900	3470	
	Badger to Prosser.....	0.2	2320	2760	4990	3070	3990	4500	5910	4500	8630	
	Prosser to Toppenish.....	0.3	1850	2200	3990	2440	3170	4180	4710	4400	6950	
Third Eastward	Yakima to Kiona.....	0.5	1310	1560	2840	1730	2250	2750	3340	4400	4980	
	Kiona to Badger.....	0.5	1310	1560	2840	1730	2250	2750	3340	4400	4980	
	Badger to Pasco.....	1.3	590	700	1260	745	1025	1260	1490	2200	2265	
Fourth Westward	Richland to Pasco.....	1.0	745	890	1620	950	1280	1640	1900	4500	3300	
	Gibbon to Parker.....	0.6	1140	1360	2460	1440	1975	2400	2900	4500	4360	
Fourth Eastward	Parker to Gibbon.....	1.5	510	610	1100	680	890	1100	1300	2000	1980	
	Coeur d'Alene to Blackwell..	1.4	550	650	1220	735	1000	1230	1400	2100	2115	
	Blackwell to Post Falls.....	1.5	510	610	1140	700	930	1150	1300	2000	1980	
Fifth Westward	Post Falls to Hauser.....	1.5	510	610	1140	700	930	1150	1300	2000	1980	
	Hauser to Coeur d'Alene.....	1.6	480	560	1030	630	840	1030	1220	1900	1860	
Fifth Eastward	Marshall to Pullman.....	1.7	450	540	970	590	790	970	1160	1700	1755	
	Pullman to Howell.....	1.4	550	650	1170	720	950	1180	1400	1775	2115	
Sixth Westward	Howell to Lewiston.....	1.4	550	650	1170	720	950	1180	1400	1775	2115	
	Belmont to Farmington.....											

TONNAGE RATINGS—FREIGHT ENGINES—Cont.		CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)									
SUBDIVISION	DISTRICT	Ruling Grade	99-106 400-427 700-724 750	800-803	107-177	5400-5410	550-551 Series 6500	244 245 6000- 6006 6700 Series 6051A 6052A	200 300 and 7000 Series Except 244 & 245	525	2500 Series
Sixth Eastward	Lewiston to Arrow.....	0.7	1010	1200	2290	1340	1820	2500	2580	4000	3860
	Arrow to Kendrick.....	0.8	900	1070	2042	1190	1590	2050	2300	3300	3470
	Kendrick to Troy.....	2.4	320	380	700	460	540	700	760	1050	1235
	Troy to Howell.....	2.2	350	420	750	460	580	750	850	1200	1350
	Howell to Pullman.....	1.5	510	610	1100	680	890	1100	1300	1730	1980
Seventh Westward	Pullman to Belmont.....	1.1	680	810	1470	880	1200	1480	1750	2300	3100
	Belmont to Oakesdale.....	0.6	1140	1360	2610	1560	2085	2540	2900	4500	4860
	Oakesdale to Spangle.....	1.5	510	610	1100	680	890	1100	1300	1730	1980
	Spangle to Marshall.....	0.9	745	890	1500	950	1280	1640	1900	2700	2670
	Pullman Jet. to Johnson.....	0.9	820	970	1770	1020	1360	1810	2070	2600	3140
Seventh Eastward	Johnson to Colton.....	0.3	1850	2200	3990	2440	3170	4000	4200	5000	5830
	Colton to Genesee.....	1.1	680	810	1470	880	1200	1460	1750	2480	3100
Eighth Westward	Genesee to Colton.....	1.1	680	810	1470	880	1200	1460	1750	2480	3100
	Johnson to Pullman Jet.....	1.1	680	810	1470	880	1200	1460	1750	2480	3100
	Cheney to Medical Lake.....	1.2	630	750	1370	790	1100	1360	1600	2380	2435
	Medical Lake to Creston.....	1.2	630	750	1370	790	1100	1360	1600	2380	2435
	Creston to Almira.....	1.2	630	750	1370	790	1100	1360	1600	2380	2435
Eighth Eastward	Almira to Hanson.....	1.0	745	890	1690	950	1280	1640	1900	2700	3300
	Hanson to Odair or Coulee City	0.7	1010	1200	2180	1280	1720	2150	2580	3600	3860
	Davenport to Eleonor.....										
	Odair to Connell.....										

Subdivision	1.0	745	890	1690	950	1280	1640	1900	2700	3300
Eighth Eastward										
Coulee City to Hartline	1.0	745	890	1690	950	1280	1640	1900	2700	3300
Hartline to Creston	1.2	630	750	1370	790	1100	1360	1600	2330	2435
Creston to Medical Lake	1.0	745	890	1690	950	1280	1640	1900	2700	3300
Medical Lake to Cheney	0.9	820	970	1810	1040	1390	1840	2070	2800	3140
Eleanor to Davenport	0.9	820	970	1770	1020	1360	1810	2070	2800	3140
Cornell to Odair	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Ninth Westward										
Pasco to Attalia	0.3	1850	2200	3990	2440	3170	4130	4710	5730	6950
Attalia to Eureka	1.1	680	810	1470	880	1200	1460	1750	2190	3100
Eureka to Climax	1.6	480	560	1030	630	840	1030	1220	1530	1860
Climax to Walla Walla	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Walla Walla to Minnick	1.6	480	560	1030	630	840	1030	1220	1530	1860
Minnick to Dayton	0.9	820	970	1770	1020	1360	1810	2070	2600	3140
Walla Walla to Tracy	1.9	410	480	870	540	700	850	1020	1300	1570
Ninth Eastward										
Dayton to Minnick	1.6	480	560	1030	630	840	1030	1220	1530	1860
Minnick to Walla Walla	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Walla Walla to Eureka	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Eureka to Pasco	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Tracy to Walla Walla	1.0	745	890	1620	950	1280	1640	1900	2400	3300
Eleventh Westward										
Attalia to Apex	2.2	350	420	750	460	580	750	850	1100	1350
Apex to Pendleton	1.4	550	650	1190	725	965	1200	1400	2000	2115
Smeltz to Athena	2.2	350	420	750	460	580	750	850	1100	1350
Eleventh Eastward										
Pendleton to Apex	1.6	480	560	1030	630	840	1030	1220	1530	1860
Apex to Attalia	1.7	450	540	990	610	800	990	1160	1680	1755
Athena to Smeltz	1.7	450	540	990	610	800	990	1160	1680	1755
Tenth Westward										
Eureka to Pleasant View	1.1	680	810	1470	880	1200	1460	1750	2190	3100
Tenth Eastward										
Pleasant View to Eureka	0.5	1310	1560	2840	1730	2250	2750	3340	4500	4980

Note—Limit of load measurements based on 23' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance.

MAXIMUM CLEARANCES.

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

Subdivision	LIMIT OF LOAD MEASUREMENT.										Governing Structure				
	HEIGHT ABOVE TOP OF RAIL														
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	8 ft. Wide	Max. Height	Max. Width					
1st Subdivision	20' 4"	20' 3"	20' 1"	19' 9"	19' 6"	19' 3"	19' 0"	18' 11"	18' 8"	18' 5"	18' 3"	18' 1"	19' 3"	12' 0"	Cabinet Tunnel.
1st Subdivision	19' 3"	19' 3"	19' 1"	18' 11"	18' 10"	18' 8"	18' 5"	18' 3"	18' 1"	19' 3"	12' 0"	19' 3"	12' 0"	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"	20' 6"	20' 6"	20' 6"	20' 6"	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"	20' 6"	20' 6"	20' 6"	20' 6"	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"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 126, Clearwater River.
5th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
6th Subdivision	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	18' 5"	Bridge No. 3, Snake River.
7th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
8th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
9th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
10th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
11th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
12th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
13th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
14th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.
15th Subdivision	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	Bridge No. 3, Snake River.

Note—Limit of load measurements based on 52' cars with 40' truck 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	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					
1st Subdivision....	18' 5"	18' 2"	17' 11"	17' 7"	17' 3"	16' 11"	16' 7"	16' 4"	20' 4"	20' 0"	Cabinet Tunnel.				
1st Subdivision....	17' 11"	17' 9"	17' 6"	17' 4"	17' 2"	16' 11"	16' 6"	16' 0"	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' 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' 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' 0"	Bridge No. 126, Clearwater River.				
5th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"					
6th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"					
7th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"					
8th Subdivision....	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.				
9th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"					
10th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"					
11th Subdivision....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 0"	Bridge No. 39, Umatilla River.				
12th Subdivision....	20' 6"	19' 10"	19' 9"	19' 7"	19' 0"	18' 4"	17' 7"	16' 11"	20' 6"	20' 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' 0"					