

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 12

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

Sunday, April 1, 1956

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.

G. L. SLORAH,
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.
603 "B" and "BB" manifest freight trains.....	55 MPH.
Other freight and mixed trains	50 MPH.
Except DF trains handling Rosebud coal or logs.....	35 MPH.

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

The allowable speed of Diesel Engines running light in pusher or helper districts is the speed permitted passenger trains but not in excess of 65 MPH.

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.

The definition of Restricted Speed as designated on Page 8 of the 1945 edition of the Consolidated Code of Operating Rules will continue to apply except where automatic block and interlocking rules and signals govern as specified above.

Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign.

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:
Through crossovers, turnouts and gantlets,
except where fixed signals provide otherwise15 MPH.

Handling steam wrecking cranes, pile drivers,
locomotive cranes and similar equipment30 MPH.

Handling 4-wheel scale test cars } Main Line35 MPH.
and scale test car 254..... } Branch Line25 MPH.

Handling 78000 and 79000 Series ore cars under load.....40 MPH.
Picking up train orders from operators.....30 MPH.

Engines— Classes—	Handling trains	Running light
A and Q (except on passenger trains where higher speed is authorized).....	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
Z-5, Y and Y-1	40 MPH.	35 MPH.
S-4, T, T-1, W to W-5 inc. and Y-2.....	50 MPH.	45 MPH.

Steam switch engines, without engine
trucks, under all conditions15 MPH. 15 MPH.

All other steam engines, backing up.....30 MPH. 30 MPH.
(This restriction does not apply when engines are used as
helpers not on head end of train.)

Diesel-Electric Engines—		
98	35 MPH.	35 MPH.
400 series, 525, and 600 series	45 MPH.	45 MPH.
5400 series	55 MPH.	55 MPH.
100 series, 700 series and 800 series.....	60 MPH.	60 MPH.
200 series, 500, 501, 552-569 incl., 6000 series and 7000 series except 244, 245.....	65 MPH.	65 MPH.
550, 551, 6500 series, 6600 series, 6700 series, 244 and 245	75 MPH.	65 MPH.

Diesel-electric and gas-electric motor cars, in service or being
towed—

Car B-13	55 MPH.
Cars B-6, B-11 and B-15 to B-26 incl.....	65 MPH.
Cars B-30 and B-40	75 MPH.

Coming from shops, under steam, to prevent running hot:
All A and Q and classes Z-6, Z-7 and Z-8.....50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2, Z-535 MPH.
Y and Y-1

Main Line—With main and side rods removed:
All A and Q and classes Z-6, Z-7 and Z-8.....30 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-2 inc.....25 MPH.

With main rods removed and side rods in place:
All A and Q and classes Z-6, Z-7 and Z-8.....35 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-2 inc.....30 MPH.

Branch Lines—with either or both main and side rods removed:
All A and Q classes25 MPH.
All other classes steam engines20 MPH.

On bridges—With either or both main and side rods removed:
Steam switch engines, without engine trucks15 MPH.
Other steam engines20 MPH.
In the event the above speeds are in excess of 50% of the
permissible speed for operating the engine in working order
over any bridge carrying speed restrictions, speed on such
bridges shall be 50% of the permissible speed for engine in
working order.

Locomotives with front or trailer trucks removed, or with one
pair of drivers jacked up or removed, require severe restrictions
and, in general, the speed over bridges normally unrestricted
should not exceed five (5) MPH. Such locomotives should not
be moved over bridges carrying restrictions against the class of
power involved without approval of superintendent.

Dead steam engines going to shops or being transferred from one
district to another with all rods up or in place, the piston rod
parted from the crosshead and removed and the valve motion
disconnected and blocked, may be moved in trains at not to
exceed the permissible speed of freight trains operating in the
territory over which the engines are to be moved, or the operat-
ing speed restriction for track or bridges for that class of engine,
whichever is the lower.

Engines handled in this manner when coming from shops must
not exceed the operating speeds specified for engines coming
from shops under steam.

Diesel-electric engines may be handled dead in trains at not to
exceed the authorized operating speed specified for such engines.

Bridge or other restrictions must be observed for these engines
the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges— general.

Where there are no governing restrictions specified for double-
headers in the special instructions for each subdivision, they will
be governed by the most restrictive instructions applicable to a
single engine when of the same class and to the heavier engine
when of different classes.

Where doubleheader restrictions are specified, doubleheaders of
different classes of engines will be governed by the restrictions
applicable to doubleheaders of the heavier class.

When necessary to doublehead a diesel-electric engine with a
steam engine, except in case of emergency, the steam engine
must be placed behind the diesel engine.

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

Diesel locomotives—Where bridges require restrictions on the
operation of diesel locomotives, such restrictions are shown. If
diesels are not specifically mentioned, the bridge is good for all
diesels under the same restrictions or freedom from restriction
as apply to other locomotives not specifically mentioned. The
expression "and heavier" used in some restrictions, does not
apply to any diesel locomotives.

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

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water movement must always be at very slow speed (2 to 3 MPH).

When operating diesel-electric and gas-electric motor cars in Automatic Block Signal territory, or on crossing protected by electric signals, engine must be moved at least one car length after making station stop where sand was used.

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

When two or more diesel units are coupled in multiple unit operation, the number of the leading unit only will be displayed in accordance with the provision of Rule 24 and used in train orders as prescribed by Rule 206.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

Heavy cars—Except on authority of Superintendent, cars 30 feet or less in length with total weight exceeding 210,000 pounds not permitted; cars more than 30 feet in length with total weight exceeding 300,000 pounds not permitted on First, Second and Third Subdivisions, and except as specifically restricted otherwise, those with total weight exceeding 210,000 pounds not permitted on all other Subdivisions.

3. Use of Mars headlight on engines so equipped—

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

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

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

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

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

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

4. Rule 6(A) is modified to include the following variations of the letter "W" which indicate:

"W" (full-faced type)—Water facilities for both steam and Diesel power.

"W" (capital type)—Water facilities for steam power only.

"w" (small type)—Water facilities for Diesel power only.

5. Rule 19, Figs. 2 to 9, inclusive, and Rule 19(B) are supplemented as follows:

"When the rear unit of a train is equipped with built-in electric markers, or electric signal lamps, they must be lighted by day and by night to be considered as markers, and the requirement for showing green to the front or direction of movement and green to the side will not apply.

"Train crews arriving at terminals must not extinguish the built-in markers, or electric signal lamps used as markers, until the train has been delivered to connecting crew or is clear of the main track and the switch is closed."

6. Rule D-97 applies on all subdivisions.

7. Rule 200:

Lights will not be displayed at night on train order signals on the 5th, 7th, 8th, 9th, 11th and 13th Subdivisions. Trains will be governed by the day indications of these train order signals.

8. Rule 606: 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.

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

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

Locomotives, tenders and cars equipped with roller bearings shall not be allowed to stand alone without brakes being applied.

Roller bearing failures on cars or locomotives 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.

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 their own wheels they shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.

(b) Equipment properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill.

(c) Such equipment when not prepared and carded shall be handled at speeds not to exceed 30 Miles Per Hour.

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

(e) 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.

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

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

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

11. Electric Switch Locks—Two types in service—To operate either type, unlock and open the door.
On locks stenciled "FORCE DROP LOCK", turn lock handle to the plate reading "MOVE LEVER HERE AND WAIT FOR UNLOCK", then follow instructions in sections (a) (b) (c) (d). On other electric locks, follow instructions in sections (a) (b) (c) (d) after door is opened.
- (a) If indicator shows proceed or "UNLOCKED":
Turn lock handle to left until it rests on stop block.
Line switch in usual manner and movement may be made at once.
- (b) If indicator shows stop or "LOCKED" and no conflicting train movement is evident:
Unlock time release box (if provided) and push the button to start time release. After time release has completed operation, indicator will normally show proceed or "UNLOCKED".
Turn lock handle to left until it rests on stop block.
Line switch in usual manner and movement may be made at once.
- (c) After final movement over switch is made:
Restore and lock switch in normal position.
Turn electric lock handle to right until it rests on stop block.
Close and lock doors of time release box (if provided) and electric lock.
- (d) Exception—If indicator fails to show proceed or "UNLOCKED" after time release (if provided) has completed operation, and if electric lock is provided with emergency release located at left of indicator:
Remove wire seal and operate emergency release lever.
Wait three (3) minutes after operating emergency release lever, then line switch for movement in usual manner.
Immediately notify train dispatcher so he may call signal maintainer to reset emergency release, as signals will remain at stop until repairs are made.

12. Spring Switches—
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows red to an approaching train or engine a trailing point movement actuating the spring switch points must not be made.

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

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

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

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

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

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

14. Pusher engines must not push on caboose not equipped with steel sills.
15. Bulletin Stations—
Paradise—Passenger Station
Yardley—Yard Office, Roundhouse
Spokane—Erie St. Yd. 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.
16. Standard Time Clocks—
Paradise—Passenger Station.
Yardley—Roundhouse, Yard Office.
Spokane—Passenger Station.
Pullman—Passenger Station.
Lewiston—Passenger Station.
East Lewiston—Yard Office.
Coulee City—Passenger Station.
Pasco—Passenger Station, Roundhouse, Yard Office.
Walla Walla—Passenger Station.
Toppenish—Passenger Station.
Yakima—Passenger Station, Yard Office.

17. Watch Inspectors—
Dishman.....Mercier Jewelry.
Spokane.....Swanson Jewelry.
Pullman.....F. & M. Jewelry.
Lewiston.....M. L. Haines; T. L. Dean.
Pasco.....Crater's Jewelry.
Walla Walla.....Falkenberg Jewelry.
Yakima.....Carson and Stedman.
Ellensburg.....Phillips Jewelry.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—
- | Zone—Between | Maximum Speeds Permitted | | |
|--|--------------------------|-----------------|-----------|
| | Freight | 603-B
603-BB | Passenger |
| Paradise and MP 41 (between Belknap and Childs) | 50 | 55 | 60 |
| MP 41 and MP 57 (between Trout Creek and Tuscor) .. | 50 | 55 | 75 |
| MP 57 and MP 95 (between Clark Fork and Hope).... | 50 | 55 | 60 |
| MP 95 and MP 63 (Irvin)..... | 50 | 55 | 75 |
| Irvin and Yardley, both tracks | 50 | 55 | 75 |
| Against the current of traffic.... | 49 | 49 | 59 |
| Paradise and Sandpoint, trains handling 79000 series ore cars loaded with phosphate 40 | | | |
| Over public crossings within corporate limits: | | | |
| Thompson Falls | | | 30 MPH. |
| At Plains, trains which dispatch mail without stopping.. | | | 40 MPH. |
2. Bridge and Engine Restrictions—
Bridge 3.2 between Sandpoint and Algoma:
Engines A-2 to A-5 inclusive and Z-5 to Z-8 inclusive, across entire bridge.....20 MPH.
Lighter classes, over draw span only30 MPH.
Steam Engines Class W-3 and heavier not permitted on following tracks:

PlainsLog and mill spurs.
 WeeksvilleSpur.
 Thompson FallsStock spur east of stock yards.
 CocolallaSpur.
 HauserStorage track (east end), from 400 feet east of east wye switch to east end of track.
 IrvinCement Plant lead east of highway.

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.
 If necessary to operate the switch manually for route, the engineer will have a lighted fusee left at the switch stand immediately before train proceeds and then will stop train for rear trainman to line switch to normal position. Train will not again proceed until fusee has been extinguished and proper signal received from rear trainman.
5. **At Yardley**—Time of first class trains applies at crossover Havana Street.
6. **Train Inspection**—Freight trains, except 603 B and BB Manifest, must be inspected between Childs and Tuscara and between Hope and Algoma.
7. **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.
8. **Sidings**—
 At Paradise, house track will be used as siding for westward first class and passenger extra trains. Eastward siding will be used for eastward first class and passenger extra trains.
 Trout Creek: North siding is eastward; south siding is westward.
 Kootenai: Siding east of station is eastward; siding west of station is westward.
9. **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.
10. **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.
11. **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.
12. **Register Stations**—
 Paradise.
 Clark Fork, for trains originating and terminating.
 Yardley, for second class and inferior trains, except passenger extras.
13. **Clearance Exceptions**—At Yardley, trains cleared at Spokane will not require clearance.

SECOND SUBDIVISION.

(MAIN LINE)

- | 1. Speed Restrictions— | Maximum Speeds Permitted | | |
|---|--------------------------|-----------------|-----------|
| Zone—Between | Freight | 603-B
603-BB | Passenger |
| Yardley and Marshall, both tracks with current of traffic | 50 | 55 | 60 |
| Spokane and Marshall, against current of traffic, | 49 | 49 | 59 |
| Except Marshall and MP 2.... | 49 | 49 | 50 |
| MP 2 and MP 1 | 35 | 35 | 35 |
| Marshall and Cheney (west switch) | 50 | 55 | 60 |
| Cheney and MP 41 (Sprague).. | 50 | 55 | 75 |
| MP 41 and MP 49 (between Sprague and Keystone) | 50 | 55 | 60 |
| MP 49 and MP 79 (between Paha and Lind) | 50 | 55 | 75 |
| MP 79 and MP 115 (east switch Cactus) | 50 | 55 | 60 |
| Cactus and Pasco | 50 | 55 | 75 |
- At Spokane and Pasco, all movements over passenger station tracks, or approaches to, and over crossovers, and switches leading to these tracks**Restricted Speed
- At Spokane through U. P. interlocking**25 MPH.
- Over public crossings within corporate limits:**
- | | |
|-----------------|---------|
| Cheney | 35 MPH. |
| Sprague | 45 MPH. |
| Ritzville | 30 MPH. |
| Hatton | 50 MPH. |
| Connell | 45 MPH. |
2. **Bridge and Engine Restrictions**—
 Between Yardley and Pasco—Engines classes Z-5, Z-6, Z-7, Z-8 and all A Classes permitted only on following back tracks:
 Between Yardley and Erie Street.....Old Main Track.
 Erie Street Yard
 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 main1 long, 1 short, 1 long.
From Erie St. yard to eastward main2 long, 2 short.
From Erie St. yard to Fairground3 long.
From Erie St. yard to old main1 long, 2 short, 1 long.
From westward main to eastward main2 long, 2 short.
From westward main to old main.....1 long, 2 short, 1 long.
From westward main to Erie St. yard3 long.
From eastward main to eastward main4 short.
From eastward main to Fairground3 long.
From eastward main to old main1 long, 2 short, 1 long.

4. Marshall Interlocking—Signal Indications:

WESTWARD

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

Top arm—Fixed position.

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

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

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

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

EASTWARD

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

Top arm—Fixed position.

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

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

Dwarf semaphore type located to the right of siding:

From siding to eastward or westward main track.

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

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

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

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

Top arm—Fixed position.

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

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

WHISTLE SIGNALS

WESTWARD:

Westward main to Second Subdivision

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

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

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

7. Double Track—

Between Yardley and Spokane—Engines enroute from roundhouse to passenger station for first class trains must not be delayed by second class or extra trains.

Between Yardley and Marshall inferior trains may run ahead of superior trains without train order authority, avoiding delay to superior trains, to the greatest practicable extent.

At Marshall, eastward extra trains will not require double track clearance or train order authority to move with current of traffic to Spokane or Yardley if train order signal indicates proceed. Operator at Marshall must secure authority from train dispatcher before admitting eastward second class and extra trains to double track.

8. **At Pasco**—Time of first class and passenger extra trains applies at passenger station. When passenger trains meet, the train required to take siding, unless otherwise instructed, will use a specified track in the passenger yard or hold the main track as directed by the yardmaster.

Dual control switches at east end of Running track and at east end of Eastbound Departure track are remotely controlled by telegraph operator in new 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.

9. **Train Inspection**—Freight trains, except 603B and BB Manifest, must be inspected at or before passing Lind, moving via SP&S, at or before passing Washtucna, and at or before passing Lamont.

10. **Spring Switches**—At Marshall, west 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.

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

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

12. Yard Limits—

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

13. **Whistle Signals**, prescribed by Rules 14(r) and (s) are to be used by N. P. trains on the S. P. & S. Ry. between Scribner and Marshall and at Marshall, as occasion requires.

14. Pusher District—

Between Yardley and Cheney.

At Cheney—On westward freight trains, immediately after rear of train has passed east switch of the siding, the air hose between the caboose and the helper engine will be separated after turning angle cocks, but the coupling pin will not be lifted until rear of train has reached the east switch of No. 1 track. Conductor will personally see that coupling pin is lifted on caboose and that signal is given to engineer of helper engine, who will allow slack to run out gradually. The speed of train to be reduced to twelve (12) MPH until helper engine has been cut off and signal 14(b) given by helper engineer. After separating from the caboose the helper engine will be stopped promptly. At Yardley, immediately after coupling on the train, the road engine will stretch the slack to ascertain that all couplings have been made.

15. Register Stations—

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

Spokane for first class trains and passenger extras.

Marshall Interlocking—Regular trains.

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

Pasco passenger station for first class trains and passenger extras.

16. **Register Exception—Marshall Interlocking**—Regular trains will register by Form 608.

Eastward second class and inferior trains and all westward trains will be furnished register check Form 602 by the operator as authorized by train dispatcher, either instead of, or in addition to, train order check.

17. Clearance Exceptions—

At Yardley. Westward first class trains and passenger extras will not require clearance.

At Spokane. First class trains and passenger extras will require clearance.

At Marshall—Trains from Sixth Subdivision and S. P. & S. running with the current of traffic will not require clearance if the train order signal indicates proceed.

THIRD SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—	Maximum Speeds Permitted		
	Freight	603-B 603-BB	Passenger
Zone—Between			
Pasco and Vista (east switch)..	50	55	60
Vista and MP 21 (between Badger and Kiona)	50	55	75
MP 21 and MP 40 (Prosser, east switch)	50	55	60
MP 40 and MP 88 (east end Yakima)	50	55	75
MP 88 and Yakima passenger station	50	55	60
At UP crossing—Interlocking (between Parker and Union Gap)	50	55	60

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

At Gibbon, passing station and coal dock40 MPH.

At Wapato—Trains which dispatch mail without
stopping30 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.

Approach Yakima passenger station at restricted speed.

2. Bridge and Engine Restrictions—

Bridge No. 1, between Pasco and Kennewick:

Engines classes A-3, A-4, A-5, Z-5, Z-6, Z-7, Z-8, and
SP&S engines classes Z-6 and Z-820 MPH.

Engines classes A, A-1, A-2 and SP&S class E-1.....30 MPH.

Vista-Steam Engines Class W-3 and heavier not permitted on
elevator track between 100 feet east of stock yard and 250 feet
west of stock yard.

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., are permitted
ONLY on following back tracks:

Kennewick—All tracks except team, transfer, Standard oil spur
and house track east of Washington St. Except steam engines
heavier than S-4 not permitted on Kennewick Lbr. spur.

Kiona—Storage track.

Gibbon—Wye, storage, Nos. 1 and 2 tracks.

Prosser—Taggares, Sampson, mill, fruit and stock spurs.

Mabton—No. 2 and stock tracks.

Satus—Storage, team and beet tracks.

Toppenish—Stock, Standard Oil, Fruit, High-line and West No.
1 New Yard.

Wapato—Big Y team and house, stock, Hay Nos. 1 and 2, yard
lead, Pacific Fruit Nos. 1 and 2 to west end of platform, and
Horticultural Nos. 1 and 2 Wapato Evaporator to east end of
building.

Union Gap—House and Kieckhefer spur.

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

3. Between Pasco and Kennewick—All movements between Pasco passenger station, SP&S Jct., and/or east switch Kennewick are governed by Operating Rules 261 to 264 inclusive, and controlled by the Centralized Traffic Control (CTC) board located in Pasco passenger station. Freight trains, yard engines, and light engines must avoid delay to first class trains and passenger extras.

Between Pasco and SP&S Jct., trains to and from the SP&S will
display the same signals as required arriving and leaving SP&S

Jct. on SP&S Ry. but regular trains will use schedules shown
on N.P. Time Table carrying SP&S Ry. connections.

4. At Pasco—Time of first class and passenger extra trains applies at passenger station. When passenger trains meet, the train re- quired 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 spring switch east of Colum-
bia River Bridge on which trains will keep to the left, unless
otherwise provided. Normal position of spring switch at west
end of double track is for eastward track. Normal position of
main track switches at east end of double track is for movement
to and from freight yard leads.

Westward interlocking signal located on main track 410 feet
west of passenger station governs movement from single track
to double track with the current of traffic.

Westward low color light interlocking signal located 350 feet
west of passenger station between main track and No. 2 track
governs movements from No. 2 track to westward main track
or to SP&S backup track.

Westward interlocking signal located 160 feet east of No. 2
track switch, passenger yard, on eastward freight yard lead
governs movements from eastward freight yard lead to double
track with the current of traffic.

No provision is made for westward movements from single track,
from No. 2 track in passenger yard, or from eastward freight
yard lead to double track against the current of traffic by signal
indication. When instructed by yardmaster and authorized by
train dispatcher, westward trains will run against the current
of traffic to end of double track passing the above signals in
accordance with the provisions of Rules 663 and 663 (A).

Westward interlocking signal located 270 feet east of crossover
at east end of double track on westward freight yard lead gov-
erns westward movements from westward freight yard lead to
westward main track or to SP&S backup track.

Eastward low color light interlocking signal located 306 feet
west of east SP&S backup track switch Pasco on SP&S backup
track governs eastward movements from SP&S backup track to
westward freight yard lead, to single track, and to tracks 2, 3,
4 and 5 in passenger yard.

Eastward interlocking signal located 344 feet west of crossover
at east end of double track between SP&S backup track and
westward main track governs eastward movements from west-
ward main track:

Top arm—to westward freight yard lead,

Lower arm—to single track and to tracks 2, 3, 4 and 5 in
passenger yard.

Eastward low color light interlocking signal located 344 feet
west of crossover at east end of double track between westward
and eastward main tracks governs eastward movements from
eastward main track to single track, to tracks 2, 3, 4 and 5 in
passenger yard, and to eastward freight yard lead.

The interlocking signals governing movements in either direction
over spring switch at west end of double track are controlled
by CTC board at passenger station and movements as per
Rules 522 and 523 must not be made unless authorized by the
train dispatcher.

5. At SP&S Jct.—Westward interlocking signal indicates route:

Top light—NP.

Center light—SP&S.

Bottom light—fixed.

Dual control switch is normally lined for NP main track and is
controlled by CTC board at Pasco.

6. Between Pasco 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.

Ruling grade—Westward, 1.0—Eastward, 1.3.

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

The interchange yard at North Richland consists of four tracks—

- No. 1—capacity 103 cars.
- No. 2—capacity 66 cars
- No. 3—capacity 61 cars.
- No. 4—capacity 57 cars.

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

Track 2 is receiving and Track 3 is delivering track.

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

7. **Spring Switches—**
Between Pasco and SP&S Jct., switch at west end of double track with facing point lock.
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.
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. **Pusher District—**
Between Pasco and Badger.
At Badger—On westward freight trains, immediately after rear of train has passed east switch of the eastward siding, the air hose between the caboose and the helper engine will be separated, after turning angle cocks, but the coupling pin will not be lifted until rear of train has reached a point approximately 500 ft. west of the east switch of eastward siding. Conductor will personally see that coupling pin is lifted on caboose and that signal is given to engineer of helper engine, who will allow slack to run out gradually. The speed of train to be reduced to twelve (12) MPH until helper engine has been cut off and signal 14(b) given by helper engineer. After separating from caboose, the helper engine will be stopped promptly.
13. **Register Stations—**
Pasco Yard for second class and inferior trains, except passenger extras.
Pasco Passenger station for first class trains and passenger extras. Yakima, see Tacoma Division special instructions.
14. **Clearance Exceptions—**
At S. P. & S. Jct.:—Trains from S. P. & S. entering N. P. Third Subdivision will not require clearance.

FOURTH SUBDIVISION.

MAIN (SUNNYSIDE) LINE

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Gibbon and Parker40 MPH.
except steam engines class W-3 and heavier.....30 MPH.
Over public crossings within corporate limits:
Sunnyside, Granger, Zillah and Grandview.....30 MPH.
2. **Bridge and Engine Restrictions—**
At Grandview—Steam engines heavier than class Q-3 and S-4 not permitted on White River Lbr. Co. tracks Nos. 1 and 2.
At Granger—Brick Yard Spur can be used by engines class W-3, only as far as U. P. crossing.

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Freight	Passenger
Marshall and Howell	40	45
When freight equipment handled	---	40
Belmont and Farmington	25	25
Belmont and Hayfield around curves	15	15
Howell and Kendrick, Mountain Grade— Descending	20	30
Ascending	30	30
Kendrick and Arrow	40	45
when freight equipment handled	---	40
Within corporate limits:		
Spangle—over Third Street only.....	25	MPH.
Rosalia	30	MPH.
Oakesdale—over public crossings only.....	25	MPH.
Farmington	20	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—

Steam engines not permitted on or west of Bridge 0.1.

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. permitted on following tracks: at Marshall, tracks 1 to 6, inc., and wye.

Bridges 105, between Troy and Bovard, 107 and 107.1 between Bovard and Kendrick—

Wrecking cranes 41, 42, 43 and 44, and pile driver 25.....15 MPH.

Diesel locomotives, Bridge 107 only.....20 MPH.

Wrecking cranes 45, 46, 47 and 48:

Bridges 28, 58, 107.2 and 123

Bridges 102, 102.1, 102.2, 105, 107 and 107.1 cranes must be spaced with one empty car between engine and crane and not exceed15 MPH.

Heavy Car Restrictions:

Over bridges between Troy and Kendrick:

Cars less than 30 feet long with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender, and cars 30 feet or longer with total weight exceeding 169,000 pounds must be separated from engine or tender by a car 40 feet long with total weight not exceeding 169,000 pounds.

Other bridges: Trains handling cars less than 30 feet long with total weight exceeding 169,000 pounds, when coupled in groups or next to engine or tender, or cars 30 feet or longer with total weight exceeding 169,000 pounds, when coupled next to engine or tender, must not exceed over,

Bridge 28

Bridges 56 and 58

Bridge 123

At Sawyer—Steam engines heavier than W-2 not permitted on siding.

Bridge 52, between Lichty and Sunnyside. Engines classes A-4, A-5, Z-5, Z-6, Z-7 and Z-810 MPH.

Engines classes A-2, A-3, W-3 and W-5.....30 MPH.

U.P. R.R. Bridge 89.35, between Donald and Parker—Double header engines classes A-4, A-5, Z-5, Z-6, Z-7 and Z-8 not permitted.

Engines classes A-2 to A-5, inc. and Z-5 to Z-8 inc. permitted on following tracks only:

Whitstran—Siding; Utah Sugar, O'Brien (2), Davis-Baxter (2), Simplot (2) and Blake (2) spurs.

North Prosser—All tracks.

Apricot—Commercial tracks.

Amos—Spur.

Grandview—Siding, old main and new (2) team tracks, Davis-Baxter No. 1 and Wash. State Hop Ass'n spurs.

Sunnyside—Team, Eastway No. 1 and No. 2, and Marble No. 1 and No. 2 tracks.

Servu—Seattle Pkg. Co. track.

Granger—Siding and Centennial Mill spur.

Zillah—Siding, Nos. 2, 3 and new team.

Keck—Woodall's spur.

Buena—Transfer.

Sawyer—Nos. 1, 2, 3 and transfer.

Donald—West 600 ft. of whse. track.

- At Zillah—Main and yard tracks used jointly by U.P. and N.P. N.P. crews will check U.P. register before occupying U.P. tracks, and while occupying U.P. tracks will be governed by U.P. RR., Rule 93.

- Between Donald and Parker—U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and N.P., is governed by automatic interlocking home signals and trains must move through at restricted speed. Normal indication of westward home signal is "stop" and when switches are lined for N.P. track should indicate "clear". Normal indication of eastward home signal is "stop", but if the U.P. circuit is not occupied will change to indicate "clear" on approach. After passing this signal indicating "clear", eastward trains must stop and line switches before crossing U.P. tracks. If home signal does not clear after one minute and there is no other train between the interlocking home signals, trains will proceed under flag protection between the home signals governing gantlet track. Release box is located at end of bridge. There are two switches to be lined by N.P. trains at the east end of the bridge. Normal position of switches is for U.P.

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

- Register Station—
Gibbon.

- Register Exceptions—
Gibbon, westward trains will register by Form 608.

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

- Speed Restrictions—
Zone—Between
Coeur d'Alene and Hauser20 MPH.
Trains handling wrecking cranes 41, 42 and 43 and pile driver 2515 MPH.
- Bridge and Engine Restrictions—
Steam engines class S-4 and lighter, only, permitted.
Wrecking cranes 44, 45, 46, 47 and 48 not permitted.
Bridge 10, over S. I. Ry. between Post Falls and Blackwell10 MPH.
Wrecking cranes 41, 42 and 43 and pile driver 25 5 MPH.
Heavy Car Restrictions—
Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight less than 169,000 pounds.
- At Coeur d'Alene—All trains and engines stop and flag over Sherman Ave.
- Register Stations—Hauser.
- Clearance Exceptions—
At Coeur d'Alene trains will not require clearance.

If such short cars are separated from each other and from engine or tender, and if such cars 30 feet or longer are separated from engine or tender, by a car 40 feet long with total weight not exceeding 169,000 pounds, the speed restriction does not apply.

3. **At Marshall**—Train order signal does not govern trains moving to Sixth Subdivision or SP&S.

Sixth Subdivision trains will use whistle signal—Rule 14(t) or (u) as occasion requires.

Second Subdivision instructions govern.

4. **At Farmington**—Normal position of gate at U. P. Crossing is locked against N. P. trains when not in use.

5. **At Palouse**—W. I. & M. Ry. will deliver cars to N. P. Ry. on track No. 1. Delivery to W. I. & M. Ry. will be made on river track by eastward N. P. trains, and on either track 2 or 3 by westward trains.

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

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

8. **At Moscow**—N. P. trains are authorized to cross over U. P. main track in movements to and from the G. N. interchange track; governed by U. P. R.R., Rule 93.

A train register is located in the U. P. freight station by which N. P. crews must check against U. P. first-class trains before making cross-over movement.

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

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

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 221(C) endorsing clearance Wire Failure.

12. **Mountain Grade Operation**—Between Kendrick and Howell.

Trains handled by locomotive on descending grades, having dynamic brake operative on all units and tonnage of train exceeds the tonnage rating of locomotive 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 locomotive is to be detached, trainmen must not close the angle cock on car or locomotive 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 locomotive as outlined in Air Brake Rules.

If helper or pusher locomotive is attached to train ahead of road locomotive or at rear of train, an application and release test shall be made from the leading locomotive 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 123 (a), (b) and (c) must be followed.

Maintaining Method of Braking on Descending Grades:

Trains handled by diesel-electric locomotive, 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 locomotive, 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 locomotive	4,000 tons
3 unit diesel-electric locomotive	3,000 tons
2 unit diesel-electric locomotive	2,000 tons
1 unit diesel-electric locomotive	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 locomotive 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 locomotive 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 locomotive 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 locomotive, having no dynamic brake, or when locomotive 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 locomotive, having dynamic brake operating effectively on all units and tonnage rating of train does not exceed the specified tonnage for the locomotive 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 locomotives ascending the grade, use no retainers when dynamic brake is operative on all units of both locomotives.

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 locomotives 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, 501B, Figure 1.

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

Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 501B, Figure 1.

Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 501AA, Figure 3 or 501B, Figure 1.

14. **Yard Limits—**

Tracks between yard limit signs east of Pullman and west of Pullman Jct. operated as one yard.

15. **Sidings, at Spangle, Rosalia, Donahue, McCoy, Eden, Whelan, Pullman, Sunshine, Troy, Kendrick and Juliaetta are also used as industrial tracks. At Arrow, used for storage and interchange.**

16. **Pusher District—Between Lewiston and Moscow.**

17. **Register Stations—**

Marshall, Interlocking Station.

Pullman.

Pullman Jct., on Tuesdays, Thursdays and Saturdays, unless otherwise instructed, No. 311 will register by Form 608, leaving ticket in box on phone booth.

Troy for westward trains, when 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—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 if train order signal indicates proceed, except during the assigned hours of telegraph service.

SEVENTH SUBDIVISION.

(GENESEE BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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 and Engine Restrictions—**
Steam engines not permitted.
3. **Clearance Exception—**
Clearance issued at Pullman will also apply at Pullman Jct.
4. **Sidings, except at Colton, are also used as industrial tracks.**

EIGHTH SUBDIVISION.

(WASHINGTON CENTRAL BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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 Shano (except between MP 117 & MP 121).....	20 MPH.
Shano and Schlomer	40 MPH.
Schlomer and Connell	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—**
Steam engines not permitted.
Bridge 11 between Medical Lake and Deep Creek,
Bridge 126 between Adco and Gloyd,
Bridge 165 between Warden and Simensen, wrecking
cranes
 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(A). When signal indicates "Proceed", Rule No. 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. **Sidings, except at Davenport, Creston, Bacon, and Ritell are also used as industrial tracks.**
7. **Derail Switches on main track—**
Eleanor
 Ninety feet east of east switch. |
8. **Register Stations—**
Cheney. Connell. Coulee City.

NINTH SUBDIVISION.

(WALLA WALLA BRANCH)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Pasco and Walla Walla35 MPH.
Walla Walla and Dayton30 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 Walla20 MPH.
Walla Walla and Dayton15 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
At Pasco—All movements over passenger station tracks, or approach to and over crossovers and switches leading to these tracks, at restricted speed.
Within corporate limits:
Walla Walla12 MPH.
Waitsburg25 MPH.
At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.
- Bridge and Engine Restrictions—**
Steam engines, multiple unit diesels in 5400 series thru 7000 series, wrecking cranes 41 to 48 inc. and pile driver No. 25 not permitted.
Bridge 3—Between Ainsworth Jct. and Burbank: Single and double header diesel engines 200 series, 500 series (except 525), 600 series and 800 series.....10 MPH.
Single header diesel engines 98, 100 series, 400 series, 525, and 700 series (double headers not permitted).....10 MPH.
Trains handling cars with total weight exceeding 169,000 pounds 8 MPH.
Heavy Car Restrictions—
Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
Bridge 77.1 between Eastman and Minnick.
Bridge 83.1 between Minnick and Coppei.
Bridge 97 at Dayton.
Trains handling wrecking cranes 45 to 48 inc.....15 MPH.
- Between Ainsworth Jct. and Villard Jct.—**All movements are governed by Operating Rules 261 to 264 inclusive. Westward movements from SP&S track at Ainsworth Jct. are controlled by the Centralized Traffic Control (CTC) board located in Pasco passenger station. Eastward movements from joint track at Villard Jct. are controlled by the CTC board located in U. P. depot at Wallula.
- Between Villard Jct. and Attalia—**All movements are governed by Union Pacific Railroad, Oregon Division, Centralized Traffic Control Rules, Special Instructions, Block and Signal indications, currently in effect, 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.
Union Pacific signals displaying, Red over Lunar White, indicate movement into siding. When a work train has been authorized in accordance with U.P. CTC Rule 266, it may occupy the main track and move in either direction within the designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in the working authority.
- At Attalia—**Derail on dead leg of wye adjacent to Eleventh Sub-division main track. Trains may expect to find this track blocked with cars.

- 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.

- 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.

- Electric Switch Locks—**

At Burbank, on siding switches.

- Derail Switches on Main Track—**

Kibbler (Between Harbert and Tracy)—Tracy.

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

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

- Register Stations—**

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

- Clearance Exceptions—**

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

At Villard Jct.—Westward trains need not secure Form B clearance required by U.P. CTC Rule 266.

At Attalia—Eastward trains need not secure Form B clearance required by U.P. CTC Rule 266. Trains from Eleventh Sub-division secure clearance Form A at Wallula to apply at Attalia.

At Walla Walla—Unless otherwise directed, all trains must secure clearance.

Westward U. P. trains will secure clearance at Waitsburg U. P. station to supply at Waitsburg Jct.

TENTH SUBDIVISION.

(EUREKA BRANCH)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Eureka and Pleasant View15 MPH.
- Bridge and Engine Restrictions—**
Steam engines not permitted.
- At Pleasant View—**Normal position of west switch is for elevator track.
- Register Stations—**Eureka.
- Clearance Exceptions—**
At Pleasant View, trains will not require clearance.

ELEVENTH SUBDIVISION.

(PENDLETON BRANCH)

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Attalia and MP 7.....30 MPH.
MP 7 and Apex or Duroc, Mountain Grade; Descending...20 MPH.
Ascending...30 MPH.

Apex and Pendleton	30 MPH.
Smeltz and MP 8 (two miles west of Wayland).....	25 MPH.
MP 8 and Athena	15 MPH.
Attalia and Pendleton, trains handling pile driver or locomotive crane	20 MPH.

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

2. Bridge and Engine Restrictions—

Steam engines not permitted.
 Bridge 4, Walla Walla River:
 Trains handling wrecking cranes 45, 46, 47 and 48.....15 MPH.
 Bridges 7 to 17 inclusive, Van Sycle Canyon:
 Wrecking cranes 45, 46, 47 and 48 not permitted.
 Diesel engines, wrecking cranes 41, 42, 43 and 44, and pile driver 25

10 MPH.
Heavy Car Restrictions—
 Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.

3. Between Attalia and Zangar Jct.—

All movements are governed by Operating Rules 261 to 264 inclusive 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—256 ft. of connection to U. P. and Preston-Shaffer elevator track to clearance point east end and main track involved, joint with U. P. governed by Rule 93.

7. At U. P. Connection and at Pendleton—Movements onto and over U. P. R. R. tracks governed by U. P. current rules and instructions of the Transportation Department, except as specifically modified by Special Instructions and Rules and Instructions Governing Operation of Trains by Centralized Traffic Control System.

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 locomotive 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 locomotive, having no dynamic brake, or when locomotive does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after brake pipe test has been made at Helix or Duroc.

On these trains, stop will be made at MP 7 to turn down retaining valve handles and cool wheels.

Trains not requiring the use of retaining valves, need not stop at MP 7 to cool wheels.

12. Register Stations—
 Wallula, Smeltz, Athena, Pendleton.

13. Register Exception—
 At Wallula, trains will register by Form 608.

14. Clearance Exception—
 Clearance issued at Pasco will also apply at Attalia.
 At Wallula, eastward trains must secure clearance Form A to apply at Attalia.

TWELFTH SUBDIVISION.

(SNAKE RIVER BRANCH)

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

Riparia and Snake River Jct.25 MPH.
 Trains handling locomotive crane or pile driver, except pile driver 2520 MPH.
 Trains handling wrecking cranes 41, 42, 43 or 44 and pile driver 2515 MPH.
 Through Tunnel No. 1, seven miles east of Windust.....15 MPH.
 At Riparia, engines using wye15 MPH.

2. Bridge and Engine Restrictions—Steam engines heavier than Class W, and wrecking cranes 45, 46, 47 and 48 not permitted.

3. Falling rocks may be found between MP 1 and MP 10, between MP 12 and MP 14, between MP 34 and MP 36 and between MP 38 and MP 39.

4. At Riparia, normal position crossing gates is for U. P. trains.

5. Sidings, except at Perry and Windust are also used as industrial tracks.

6. Register Stations—
 Riparia—Pasco.

7. Clearance Exception—
 At Pasco, eastward trains secure clearance to apply at Snake River Jct.

THIRTEENTH SUBDIVISION.

(SIMCOE BRANCH)

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

Toppenish and White Swan25 MPH.
 except diesel engine units in excess of 248,000 lbs.....20 MPH.
 Trains handling pile driver (except pile driver 25) or locomotive crane20 MPH.
 Trains handling wrecking cranes 41, 42 and 43 and pile driver 2515 MPH.

2. Bridge and Engine Restrictions—
 Steam engines heavier than S-4, and wrecking cranes 44, 45, 46, 47 and 48 not permitted.

3. At White Swan—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur.

4. Clearance Exception—
 At White Swan, trains will not require clearance.

TONNAGE RATINGS—FREIGHT ENGINES.

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

CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)											
			Z-6 Z-7 Z-8	W-3 W-5	W-1 W-2	W	100-106 400-427 700-724 750	800-803 107-126	5410	550-551 6500- 6513 6550- 6600- 6601	244 245	6000- 6006 6007- 6700 Series	500-501 552-569 850-862 6007- 6020 Series	Gp-9 and F-9 Series	525
First Westward	Paradise to Athol.....	0.5	6500	3800	2600	2400	1310	1560	2830	1730	2000	2750	3840	4180
	Athol to Yardley.....													
First Eastward	Yardley to Athol.....	0.4	7000	3800	3200	3000	1530	1820	3310	2020	2125	3200	3900	4850
	Athol to Sandpoint.....		7000	4000			1530	1820	3310	2020	2630	3420	3900	4850
	Sandpoint to Trout Creek.....	0.4	7000	3800	3100	2900	1530	1820	3310	2020	2125	3200	3900	4850
	Trout Creek to Paradise.....	0.4	7000	4000	3500	3300	1530	1820	3310	2020	2125	3200	3900	4850
	Yardley to Marshall.....	1.1	3300	1850	1250	1150	680	810	1470	910	1200	1460	1750	2240
Second Westward	Marshall to Cheney.....	1.0	3400	2000	1450	1350	745	890	1500	985	1300	1600	1900	2430
	Cheney to Lind.....													
	Lind to Providence.....	0.6	5000	2800	1975	1800	1140	1360	2710	1440	1975	2400	2900	3600
	Providence to Pasco.....													
	Pasco to Cunningham.....	0.7	4500	2600	1850	1800	1010	1200	2180	1330	1750	2150	2580	3260
	Cunningham to Providence.....	1.0	3600	2000	1500	1400	745	890	1500	985	1300	1600	1900	2430
	Providence to Lind.....													
	Lind to Ritzville.....	0.7	4500	2600	1850	1750	1010	1200	2180	1330	1600	2150	2580	3260
	Ritzville to Sprague.....	0.7	4500	3400	2600	2400	1010	1200	2180	1330	1600	2150	2580	3260
	Sprague to Fishtrap.....	1.0	3600	2000	1400	1400	745	890	1500	985	1300	1600	1900	2430
Via S. P. & S. Eastward	Fishtrap to Cheney.....	0.7	4500	3500	3000	2750	1010	1200	2180	1330	1600	2150	2580	3260
	Cheney to Yardley.....	1.0	3600	2200	1900	1800	745	890	1500	985	1300	1750	1900	2700
	Pasco to Marshall Jct.....		7000	4000			1530	1820	3310	2020	2125	3200	3900	4850

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)											
			Z-6 Z-7 Z-8	W-3 W-5	W-1 W-2	W	100-106 400-427 700-724 750	800-803 107-126	5410	550-551 6500- 6513 6550- 6600- 6601	244 245	6000- 6006 6007- 6700 Series	500-501 552-569 850-862 6007- 6020 Series	Gp-9 and F-9 Series	525
Third Westward	Pasco to Richland.....	1.0	2250	1500	1400	975	745	890	1500	985	1300	1690	1900	2700
	Pasco to Kennewick.....													
	Kennewick to Badger.....	0.8	4500	1800	1700	1150	900	1070	1950	1130	1450	2075	2380	2900
	Badger to Prosser.....	0.8	5000	2400	2100	1550	1800	2140	3500	2290	3500	3800	4500	4300
	Prosser to Toppenish.....	0.2	3200	2750	2400	1850	2320	2760	4990	3070	3990	3000	5910	4500
	Toppenish to Yakima.....	0.3	3200	2700	2300	1750	1850	2200	3990	2440	3170	2900	4710	4400
Third Eastward	Yakima to Kiona.....	0.5	3800	3000	2800	1600	1310	1560	2830	1730	2250	2900	3340	4400
	Kiona to Badger.....	0.5	6500	3800	3000	2800	1310	1560	2830	1730	2125	2900	3340	4400
	Badger to Pasco.....													
	Richland to Pasco.....	1.3	1650	1250	1100	775	590	700	1260	745	1025	1380	1490	2200
Fourth Westward	Gibbon to Parker.....	1.0	3200	2700	2300	1550	745	890	1500	985	1875	2900	3000	4500
	Parker to Gibbon.....	0.6	3800	3000	2800	1600	1140	1360	2460	1440	2300	2900	3100	4500
Fifth Westward	Coeur d'Alene to Blackwell.....	1.5				535	610	1100	1100	680	890	1210	1300	2000
	Blackwell to Post Falls.....	1.4				1100	650	1170	720	950	1290	1400	2100	
	Post Falls to Hauser.....	1.5				1200	610	1100	680	890	1210	1300	2000	
Fifth Eastward	Hauser to Coeur d'Alene.....	1.5				680	610	1100	680	890	1210	1300	2000	
Sixth Westward	Marshall to Pullman.....	1.6					480	560	1030	610	840	1210	1400	1900
	Pullman to Howell.....	1.7					450	540	970	590	790	1150	1300	1700
	Howell to Lewiston.....													
	Belmont to Farmington.....	1.4					550	650	1170	720	950	1420	1550	1775

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)					Gp-9 and F-9 Series	525	
			100-106 400-427 700-724 750 800-803	107-126	5400-5410	550-551 6500-6513 6550 6600-6601	244-245 6000-6006 6700 Series			500-501 552-569 850-862 6007-6020 6050
Sixth Eastward	Lewiston to Arrow.....	0.7	1010	1200	2180	1330	1750	3290	3350	4000
	Arrow to Kendrick.....	0.8	900	1070	1950	1130	1500	2320	2600	3300
	Kendrick to Troy.....	2.4	320	380	700	420	500	740	830	1050
	Troy to Howell.....	2.2	350	420	750	460	600	880	950	1200
	Howell to Pullman.....	1.5	510	610	1100	680	890	1320	1475	1730
	Pullman to Belmont.....	1.1	680	810	1470	910	1200	1730	1800	2300
	Belmont to Oakesdale.....	0.6	1140	1360	2460	1440	1975	2750	2900	4500
	Oakesdale to Spangle.....	1.5	510	610	1100	680	890	1320	1475	1730
	Spangle to Marshall.....	.....	745	890	1500	985	1300	1690	1900	2700
	Farmington to Belmont.....	1.3	590	700	1260	745	1025	1380	1490	2200
Seventh Westward	Pullman Jct. to Johnson.....	0.9	820	970	1770	1020	1360	1810	2070	2600
	Johnson to Colton.....	.....	510	610	1100	680	890	1170	1300	1870
	Colton to Genesee.....	0.3	1850	2200	4130	2440	3170	4130	4710	6450
Seventh Eastward	Genesee to Colton.....	.....	680	810	1470	910	1200	1600	1750	2480
	Colton to Johnson.....	1.1	.....	.....	.....	.....	.....	.....	.....	.....
	Johnson to Pullman Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighth Westward	Cheney to Medical Lake.....	1.1	680	810	1470	910	1200	1600	1750	2560
	Medical Lake to Creston.....	1.2	630	750	1370	770	1040	1490	1600	2380
	Creston to Almira.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Almira to Hanson.....	1.2	630	750	1370	770	1040	1460	1600	2330
	Hanson to Odair or Coulee City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Davenport to Eleanor.....	1.0	745	890	1690	985	1300	1690	1900	2700	
Odair to Connell.....	0.7	1010	1200	2180	1330	1750	2260	2580	3600	

Eighth Eastward	Coulee City to Hartline.....	1.0	745	890	1690	985	1300	1690	1900	2700
	Hartline to Creston.....	1.2	630	750	1370	770	1040	1460	1600	2330
	Creston to Medical Lake.....	1.0	745	890	1690	985	1300	1690	1900	2700
	Medical Lake to Cheney.....	0.9	820	970	1770	1020	1360	2100	2300	2800
	Eleanor to Davenport.....	0.9	820	970	1770	1020	1360	1900	2070	2800
	Connell to Odair.....	1.0	745	890	1690	985	1300	1690	1900	2400
	Pasco to Attalia.....	0.3	1850	2200	4130	2440	3170	4130	4710	5730
	Attalia to Eureka.....	1.1	680	810	1470	910	1200	1550	1750	2190
	Eureka to Climax.....	1.6	480	560	1040	610	840	1100	1250	1530
	Climax to Walla Walla.....	1.0	745	890	1690	985	1300	1690	1900	2400
Ninth Westward	Walla Walla to Minnick.....	1.6	480	560	1040	610	840	1000	1220	1530
	Minnick to Dayton.....	0.9	820	970	1770	1020	1360	1850	2070	2600
	Walla Walla to Tracy.....	1.9	410	480	870	540	700	920	1050	1300
	Dayton to Minnick.....	1.6	480	560	1040	610	840	1100	1220	1530
	Minnick to Walla Walla.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Walla Walla to Eureka.....	1.0	745	890	1690	985	1300	1690	1900	2400
	Eureka to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Tracy to Walla Walla.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Attalia to Apex.....	2.2	350	420	800	460	600	800	900	1100
	Apex to Pendleton.....	1.4	550	650	1180	720	950	1270	1400	2000
Eleventh Westward	Smeltz to Athena.....	2.2	350	420	800	460	600	800	900	1100
	Pendleton to Apex.....	1.6	480	560	1040	610	840	1100	1220	1530
	Apex to Attalia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tenth Westward	Athena to Smeltz.....	1.7	450	540	980	590	780	1050	1160	1680
	Eureka to Pleasant View.....	1.1	680	810	1470	910	1200	1550	1750	2190
	Pleasant View to Eureka.....	0.5	1310	1560	2840	1730	2250	3000	3340	4500

Note—Limit of load measurements based on 53' 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	7 ft. 6 in. 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' 2"	17' 10"	19' 3"	12' 0"	Cabinet Tunnel.
1st Subdivision....	19' 3"	19' 2"	19' 1"	18' 11"	18' 9"	18' 5"	18' 2"	18' 0"	17' 10"	17' 9"	17' 9"	17' 9"	19' 3"	12' 0"	Granite Tunnel.
2nd Subdivision....	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	12' 0"	Coal Dock at Lind.
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"	12' 0"	Bridge No. 1 Pasco, Columbia 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"	12' 0"	U. P. Bridge, Yakima 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"	12' 0"	Bridge No. 126, Clearwater River.
6th 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"	12' 0"	
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"	12' 0"	
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"	12' 0"	
9th 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"	12' 0"	Bridge No. 3, Snake River.
10th Subdivision....	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	12' 0"	
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"	12' 0"	Bridge No. 39, Umatilla 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"	12' 0"	
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"	12' 0"	Tunnel No. 1.

Note—Limit of load measurements based on 53' cars with 42' 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.													
	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. 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"	16' 5"	20' 5"	20' 5"	20' 5"	12' 0"	Cabinet Tunnel.
1st Subdivision....	17' 8"	17' 5"	17' 2"	16' 11"	16' 8"	16' 4"	16' 0"	15' 1"	19' 3"	19' 3"	19' 3"	19' 3"	12' 0"	Granite Tunnel.
2nd Subdivision....	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	19' 9"	12' 0"	Coal Dock at Lind.
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"	12' 0"	Bridge No. 1 Pasco, Columbia 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"	12' 0"	U. P. Bridge, Yakima 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"	12' 0"	Bridge No. 126, Clearwater River.
6th 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"	12' 0"	
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"	12' 0"	
8th 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"	12' 0"	Bridge No. 3, Snake River.
9th Subdivision....	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	20' 0"	12' 0"	
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"	12' 0"	
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"	12' 0"	Bridge No. 39, Umatilla 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"	12' 0"	
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"	12' 0"	Tunnel No. 1.

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

R. C. WEBB, Trainmaster.
J. F. PETERSON, Trainmaster.

F. W. COCHRAN, Trainmaster.
R. D. THOMPSON, Trainmaster.
F. N. SIGMON, Chief Dispatcher.