

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 1

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

Thursday, June 1, 1967

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. W. THOMPSON,
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.
Freight trains	65 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	} Main Line 35 MPH. } Branch Lines 25 MPH.
Handling air dump cars 89000 to 89059 series	
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.

Diesel-electric engines	Handling trains	Running light
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.
5400 series	55 MPH.	55 MPH.
6500, 6600 and 6700 series	75 MPH.	65 MPH.
2500, 2800 and 3600 series	70 MPH.	65 MPH.

2500, 2800 and 3600 series through all turnouts except where signalling permits a higher speed 12 MPH. 12 MPH.

Rail diesel cars in service or being towed: Cars B-30, B-31, B-32, B-40, B-41 and B-42.....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.

Unless otherwise authorized, use of diesel units in multiple on the head end of trains shall not exceed the number in the following table:

TYPE OF DIESEL UNITS IN CONSIST	MAXIMUM NUMBER OF UNITS TO BE USED
All 6 Motor Type Units	6
All 4 Motor Type Units	8
Mixed Consist Containing 3 or less 6 Motor Units	7
Mixed Consist Containing 4 or more 6 Motor Units	6

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. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, freight trains will reduce speed to the extent required, stopping if necessary, to make such train inspection. Train crews will avail themselves of service stops to make train inspections to avoid making such stops to comply with the foregoing. Conductors will determine frequency of such inspections, dependent on visibility conditions, avoiding unnecessary delay to trains.

4. Rule 14(A) is modified to the extent that written information may also be left with the red signal to permit train to proceed from the red signal after stopping.

5. Rule 213 is modified to the extent that a legible copy of each train order will also be furnished the rear trainman on passenger trains addressed.

6. Rule 223. Lights will not be displayed on Fifth, Seventh, Eighth, Ninth and Eleventh Subdivisions. Trains will be governed by the day indication of these train order signals.

7. Rule 509 will not apply on the Northern Pacific Railway when signal governs movement over or through a spring switch. In Automatic Block Signal Territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

8. Rule 729 is modified as follows: Employees must familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and other dangerous articles and be governed accordingly. When handling cars placarded "Explosives", "Dangerous", "Poison Gas" or "Dangerous Class D Poisons", it must be known they are in proper place in the train as provided by Bureau of Explosives Poster No. 1.

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.

Four-wheel scale test cars must be handled in local freight trains when available and excessive delay will not result. Exception: If local service is not immediately available, these cars may be handled in dead freight 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.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines.
11. Roller bearing failures on cars or engines equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In case of a hot box, oil should be added and the plug replaced; train should proceed at a reasonable speed and care exercised until it is apparent the box is running cool.
12. Spring Switches—
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
13. Bulletin Stations—
Paradise—Passenger Station
Yardley—Yard Office, Roundhouse
Spokane—Erie St. Yard Office, Passenger Station.
Pasco—Passenger Station, Roundhouse, Yard Office.
Walla Walla—Passenger Station.
Yakima—Passenger Station, Yard Office, Roundhouse.
Lewiston—Passenger Station.
East Lewiston—Yard Office, Roundhouse.
Pullman—Passenger Station.
Toppenish—Passenger Station.
Wheeler—Passenger Station.
Prosser—Passenger Station.
14. Standard Time Clocks—
Paradise—Passenger Station.
Yardley—Roundhouse, Yard Office.
Spokane—Passenger Station, Erie Street Yard Office.
Pullman—Passenger Station.
Lewiston—Passenger Station.
East Lewiston—Yard Office.
Coulee City—Passenger Station.
Pasco—Passenger Station, Roundhouse, Yard Office.
Walla Walla—Passenger Station.
Toppenish—Passenger Station.
Yakima—Yard Office.

15. Watch Inspectors—

Dishman—Dishman Jewelers.
Spokane—March Jewelers, North 3 Wall;
Peterson Jewelers, E. 3029 Mission.
Lewiston—T. L. Dean.
Pasco—Crater's Jewelry.
Walla Walla—Falkenberg Jewelry.
Yakima—Hutchinson's Jewelry & Luggage.
Ellensburg—Lacy's Jewelry.

16. Log Instructions.

Rule 805E 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 reduced speed. When meeting or passing work trains between stations, one train must, when practicable, be standing.

Single Track—Such trains must be standing when being met or being passed by another train.

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 $\frac{1}{4}$ 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 $\frac{1}{4}$ " 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 $\frac{3}{4}$ -inch band across top of load between stakes.
4. When loaded in gondolas, four 8-ft. stakes with 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 $\frac{3}{4}$ -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 $\frac{1}{2}$ 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 $\frac{1}{4}$ cords secured with two $\frac{3}{4}$ " 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 $\frac{3}{4}$ " 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—** Maximum Speeds Permitted
Zone—Between
At Thompson Falls within corporate limits30 MPH.
At Plains within corporate limits35 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 north main track to yard, from eastbound yard lead connection to south main track, or on south main track to single 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 signal 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 interlocking 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 North Main and South Main Tracks between Irvin and Parkwater are signaled for train movements in either direction.

4. **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.

5. **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 with defective equipment indicator located on north side of yard lead adjacent to Wheel Checkers.

Rule 240-T will not apply at this location. The indicator will only govern speed of trains entering the yard as follows:

Flashing lunar white light—
Proceed not exceeding 15 MPH.
Steady lunar white light—
Reduce speed to 5 MPH.

6. **Sidings—**

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

Kootenai: Siding east of Kootenai station sign.

Sandpoint: Siding west of Kootenai station sign.

7. **Yard Limits—**

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

8. **Register Stations—**

Paradise.

Thompson Falls and Noxon for trains originating or terminating.

Hauser, for trains entering Fifth Subdivision.

Yardley, for trains originating or terminating.

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

At Hauser, trains from Fifth Subdivision will not require a clearance.

In CTC Territory, Rule 83(B) will not apply when so authorized by the Train Dispatcher.

SECOND SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	All Freight Trains	Passenger
At Spokane through U.P. interlocking	25 MPH.	25 MPH.
Yardley and Marshall, both tracks between 1400 ft. west of MP 70 and MP 1 (East and West Spokane Depot)	25 MPH.	25 MPH.
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	30 MPH.	30 MPH.
Marshall and Cheney (west switch)..	60 MPH.	60 MPH.
MP 41 and MP 49 (between Sprague and Keystone)	60 MPH.	60 MPH.
MP 79 and MP 115 (east switch Cactus)	60 MPH.	60 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.

At Yardley—Westward trains departing Yardley via old main track will not enter the main track without securing authority from the Train Dispatcher.

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—

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—

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. At Marshall, operator must secure authority from train dispatcher before admitting eastward second class and extra trains to double track.

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

7. Marshall Interlocking—Whistle signals:

WESTWARD:

Westward main to Second Subdivision

single track	3 long, 1 short
Sixth Subdivision	1 long, 2 short, 1 long
Siding	1 long, 1 short, 1 long, 1 short
SP&S connection	1 long, 1 short, 1 long

EASTWARD:

Eastward main track

8. At Pasco—Time of first class 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 reduced 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 can be determined by switch indicator signal light located on side of track approximately 10 feet in advance of switch. Light will 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. At Ritzville—Cars may be shoved over live rail of scale track on Mill Spur by holding onto 3 cars with engine.

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

11. Sidings—At Cheney, passenger trains required to take siding, unless otherwise provided, will use the Eighth Subdivision main track between the crossover east of passenger station and west main track switch as siding.

Sprague: South or old westward siding will be used as single siding. When passenger trains are required to take siding, unless otherwise instructed, will use north or old eastward siding.

Lind: North or old westward siding will be used as single siding.

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 15(r) and (s) are to be used by N. P. trains on the S. P. & S. Ry. between Scribner and Marshall and at Marshall, as occasion requires.

14. Register Stations—

Yardley for trains originating or terminating.

Spokane for first class trains and other trains originating or terminating.

Marshall Interlocking—regular trains.

Pasco yard for trains originating or terminating.

Pasco passenger station for first class trains and other trains originating or terminating.

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

Extra trains will be furnished register check Form 602 by the operator as authorized by train dispatcher, either instead of, or in addition to, train order check.

16. **Clearance Exceptions—**

At Yardley, westward first class trains will not require clearance.

At Spokane, first class trains 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

Zone—Between	All Trains
MP 21 and MP 35 (Gibbon)	60 MPH.
MP 88 and Yakima passenger station	60 MPH.
At UP crossing—Interlocking (between Parker and Union Gap)	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—**Train and engine movements may be made without train order authority.

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 trains applies at passenger station. When passenger trains meet, the train required to take siding, unless otherwise instructed, will use a specified track in the passenger yard or hold main track, as directed by yardmaster.

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

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

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

4. **At Kennewick—**Signal 34 is normally an approach signal. When changed to a clear signal, an eastward train, not instructed by train order to take siding, may proceed on main track to east switch.

5. **Between Kennewick and North Richland—**

Northern Pacific and Union Pacific operate over Government

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

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

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

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

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

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

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

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

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

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

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

The interchange yard at North Richland consists of four tracks—

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

Government wye track is located just west of interchange yard.

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

Track 2 is receiving and Track 3 is delivering track.

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

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

The 700 Area Power Plant at Richland is located near the end of Duane Street siding, behind a security fence which is equipped

with a locked gate. The following procedure will be observed to gain entrance into the Power plant.

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

6. Spring Switches—

At Pasco, just east of West Lewis Street underpass connecting roundhouse lead to Walla Walla freight lead normally lined for Walla Walla freight lead permitting trailing point movement from roundhouse lead to Walla Walla freight lead 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 Gibbon and Parker will run via Third Subdivision unless otherwise instructed by train order.

12. Register Stations—

Pasco Yard for trains originating or terminating.

Pasco Passenger station for first class trains and trains originating or terminating.

Yakima, see Tacoma Division special instructions.

Gibbon, Parker.

Prosser—For trains originating or terminating.

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)

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| Zone—Between | |
| Gibbon and Parker | 40 MPH. |
| Over public crossings within corporate limits: | |
| Sunnyside, Granger, Zillah and Grandview..... | 30 MPH. |
| 2. Bridge Restrictions— | |
| Wrecking Cranes 45 to 48 incl., over bridges..... | 15 MPH. |
| 3. At Zillah— Main and yard tracks used jointly by U.P. and N.P. crews will be governed by U.P. RR., Rule 93, while occupying U.P. tracks. | |
| 4. Between Donald and Parker— U.P. Crossing Gantlet over U.P. bridge (Yakima River), used jointly by U.P. and N.P., is governed by automatic interlocking signals and trains must move through at restricted speed. Normal indication of westward interlocking signal is "stop" and when switches are lined for N.P. track should indicate "clear". Normal indication of eastward interlocking 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 interlocking signal does not clear after one minute and there is no other train between the interlocking signals, trains will proceed under flag protection between the interlocking signals governing gantlet track. Release box is located at end of bridge. There are two switches to be lined by N.P. trains at the east end of the bridge. Normal position of switches is for U.P. | |
| 5. Register Stations— | |
| Gibbon. | |
| Parker. | |
| 6. Register Exceptions— | |
| At Gibbon and Parker trains will register only when directed by train order to do so. | |
| 7. Clearance Exceptions— | |
| At Gibbon and Parker, clearance not required. | |

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| Zone—Between | |
| Coeur d'Alene and Hauser | 20 MPH. |
| Trains handling wrecking cranes 41, 42, 43, 44 and pile driver 25 | 15 MPH. |
| Over public crossings within corporate limits: | |
| Coeur d'Alene | 6 MPH. |
| 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 10 | Not Permitted |
| Over other bridges | 10 MPH. |
| Wrecking Cranes 41 to 44, inc., Pile Drivers 25 to 28 inc., and Diesel Engines 2500, 2800 and 3600 series. | |
| Over Bridge 10..... | 5 MPH. |
| All Other Trains— | |
| Over Bridge 10..... | 10 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.

3. **Between Huetter and Atlas**—Connection serving the Diamond Gardner Corp. located 4061 feet east of MP 9.

When switching is performed on Diamond Gardner Corp. tracks and when cars are interchanged with GN, movements may be made on joint Milwaukee-GN main track in accordance with Rule 93 but no movement permitted east of west switch of connection between NP main track and joint Milwaukee-GN main track.

4. **Register Stations**—Hauser.

5. **Clearance Exceptions**—

At Coeur d'Alene trains will not require clearance.

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

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. Speed Restrictions—	Maximum Speeds
Zone—Between	Permitted
Marshall and Howell	40 MPH.
Howell and Kendrick, Mountain Grade—	
Descending	20 MPH.
Ascending	30 MPH.
Kendrick and Arrow	40 MPH.

Within corporate limits:

Spangle—over Third Street only.....	25 MPH.
Rosalia	30 MPH.
Oakesdale—over public crossings only.....	25 MPH.
Garfield	25 MPH.
except over public crossings.....	20 MPH.
Palouse	30 MPH.
Pullman	15 MPH.
Moscow	20 MPH.
except over public crossings.....	12 MPH.

See also Mountain Grade Operation.

2. **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 all Bridges

Wrecking Cranes 41 to 44 inc., Pile Drivers 25 to 28 inc., and Diesel Engines 2500, 2800 and 3600 series.

 Over all Bridges

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 all bridges restricted to.....

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.....

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 107.2

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 15(t) or (u) as occasion requires, instead of 15(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 8 by westward trains.

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

6. **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 Rule 93.

7. **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.

8. **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.

9. **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 Rule 220(A), endorsing clearance "wire failure".

10. **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.

Trains handled by diesel-electric engines equipped with 8-EL, 24-RL or 26-L brake equipment must use the maintaining method of braking.

To avoid derailing cars in the head portion of freight trains while descending grades 2.2% or greater, engineers must limit maximum dynamic braking amperage, in line with the number and type of diesel units in the engine consist, to that shown in the following table:

Any Combination of Four-Motored Diesel Units, Equipped with Dynamic Brakes, Coupled in Multiple.

Number of Units	Maximum Allowable Amperage
3	700
4	650
5	580
6	540

When any 5400 or 6000 series units are in an engine consist, to avoid overloading and damaging the electrical equipment, the maximum dynamic brake amperage must not exceed 540 amperes, regardless of the number or type of other units in the engine consist.

Trains handled by diesel-electric engines with 8-EL, 24-RL or 26-L brake valve, using the maintaining method of braking, and with dynamic brake operative on all units, may handle the following tonnage without the use of retaining valves:

Any Combination of Four-Motored Diesel Units, Equipped with Dynamic Brakes, Coupled in Multiple.

Number of Units	Tonnage
5	5000
4	4000
3	3000
2	2000
1	1000

When any combination of four motored diesel units are in a consist, the tonnage handled on the descending grade must not exceed the sum of the tonnage taken from the above table. In no event shall the total tonnage exceed 5000 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.

11. 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, 240-C, Figure 3.

Westward signal No. 1137 located 1540 feet east of MP 114 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3.

Eastward signal No. 1154 located 2110 feet west of MP 115 is a fixed approach signal displaying Indication, 240-C, Figure 3. Eastward signal No. 1148 located 880 feet east of MP 115 may display Indications, 240-A2, Figure 1 or 240-C, Figure 3.

12. Yard Limits—

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

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

14. Pusher District—Between Lewiston and Moscow.

15. Register Stations—
Marshall, Interlocking Station.
 Pullman.

Troy for westward trains, when operator is not on duty. To be used for spacing trains.

Arrow.

16. 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.

17. 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. **Yard Limits—**Tracks between yard limit signs east of Pullman and west of Pullman Jct. operated as one yard.
6. 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.....25 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 Schrag15 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—**
 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 2500, 2800 and 3600 series.
 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. Bassett Jct.
 Warden and Wheeler: For trains originating or terminating.
10. **Register Exceptions—**
 At Bassett Jct. trains will not register unless directed by train order.
11. 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 |
|--|--------------------------|
| Ainsworth Jct. and Attalia..... | 50 MPH. |
| Attalia and Walla Walla | 25 MPH. |
| Walla Walla and Dayton | 30 MPH. |
| Tracy Jevt. 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.
- Sixty Foot Chip Cars in series 119581 through 119679, weighing up to 263,000 pounds, may be handled over Bridge 3 in continuous groups. Such groups of 60 foot Chip Cars must be preceded and followed by a car weighing less than 170,000 pounds.
- Diesel Engines 2500, 2800 and 3600 series.
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 Con-

trol Operator in Pasco Passenger Station and the Union Pacific Control Operator in the depot at Wallula.

Train movements not authorized by time table may be made without train order authority.

- 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.
- Stationary overhead cable across Cargill No. 1 Track (River-side track) between Cargill elevator and barge loading platform will not clear man on top of car.
- 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 reduced 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.

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 Pasco: Westward trains secure clearance to apply at Zangar Jct.
At Attalia, westward U.P. trains need not secure N.P. clearance.
At Wallula, eastward trains must secure clearance 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.
15. 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)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Monumental 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.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
2. **Bridge and Engine Restrictions—**
Wrecking Cranes 45 to 48, inc.—
Over bridges 0.2 and 9.110 MPH.
3. Between Snake River Jct. and 3794 ft. west of MP 14 expect rocks and slides where liable to occur, reducing speed through rock cuts and along bluffs where necessary.
4. **Register Stations—**
Pasco.
5. **Clearance Exception—**
At Pasco, eastward trains secure clearance to apply at Snake River Jct.
At Monumental, westward trains will not require a clearance.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

THIRTEENTH SUBDIVISION. (SIMCOE BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
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:
Harrah25 MPH.
Advance-warning signs are located 1500 feet in advance of Reduce speed signs.
2. **Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48, inclusive—
Over bridges except Bridge 11.....10 MPH.
Over Bridge 11Barred
Cars under 35 feet long weighing between 177,000 pounds and 220,000 pounds and over 35 feet weighing between 220,000 pounds and 263,000 pounds must be separated by cars weighing less than 177,000 pounds over Bridge 11.
3. **At White Swan—**All trains and engines stop and flag over Highway 3-B Hitchcock mill spur.
4. **Clearance Exception—**
At White Swan, trains will not require clearance.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

NPRY—IDAHO DIVISION

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)														
			99-106 400-427 700-724 750	800-803	107-177	5400-5410	550-551 556 6500-6513 6550-6553	6600-6601 6700 Series	5400-5410	107-177	1950	1130	1500	1980	244-245 260, 263 267 6000-6005 6051-6052 6007-6020 6050 Series	500-501 525 552-555 557-569 850-863	200 Series Except 244, 245 260, 263 267
First Westward	Paradise to Athol.....	0.8	900	900	1070	1950	1130	1500	1980	2300	3470						
	Athol to Yardley.....																
	Yardley to Athol.....	0.4	1530	1530	1820	3310	2020	2630	3420	3900	5800						
	Athol to Sandpoint.....	0.4	1530	1530	1820	3310	2020	2630	3420	3900	5800						
	Sandpoint to Trout Creek.....	0.4	1530	1530	1820	3310	2020	2630	3420	3900	5800						
Second Westward	Trout Creek to Paradise.....	0.4	1530	1530	1820	3310	2020	2630	3420	3900	5800						
	Yardley to Marshall.....	1.1	680	680	810	1470	880	1200	1460	1750	3100						
	Marshall to Cheney.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Cheney to Lind.....	0.6	1140	1140	1360	2460	1440	1975	2400	2900	4360						
	Lind to Providence.....	0.6	1140	1140	1360	2460	1440	1975	2400	2900	4360						
Second Eastward	Providence to Pasco.....	0.7	1010	1010	1200	2180	1230	1720	2150	2580	3860						
	Pasco to Cunningham.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Cunningham to Providence.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Providence to Lind.....	0.7	1010	1010	1200	2180	1230	1720	2150	2580	3860						
	Lind to Ritzville.....	0.7	1010	1010	1200	2180	1230	1720	2150	2580	3860						
Via S. P. & S. Eastward	Ritzville to Sprague.....	0.7	1010	1010	1200	2180	1230	1720	2150	2580	3860						
	Sprague to Fishtrap.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Fishtrap to Cheney.....	0.7	1010	1010	1200	2180	1230	1720	2150	2580	3860						
	Cheney to Yardley.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Pasco to Marshall Jct.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						

TONNAGE RATINGS—FREIGHT ENGINES—Cont.

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

SUBDIVISION	DISTRICT	Ruling Grade	CLASS OR NUMBER OF ENGINE—(Ratings for multiple-unit diesels are for each unit)														
			99-106 400-427 700-724 750	800-803	107-177	5400-5410	550-551 556 6500-6513 6550-6553	6600-6601 6700 Series	244-245 260, 263 267 6000-6005 6051-6052 6007-6020 6050 Series	500-501 525 552-555 557-569 850-863	200 Series Except 244, 245 260, 263 267	2500 2800 3600 Series					
Third Westward	Pasco to Richland.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Pasco to Kennewick.....	0.8	900	900	1070	1950	1130	1500	1980	2300	3470						
	Kennewick to Badger.....	0.8	900	900	1070	1950	1130	1500	1980	2300	3470						
	Badger to Prosser.....	0.2	2320	2320	2760	4990	3070	3990	4500	5910	8630						
	Prosser to Toppenish.....	0.3	1850	1850	2200	3990	2440	3170	4130	4710	6950						
Third Eastward	Toppenish to Yakima.....	0.5	1310	1310	1560	2840	1730	2250	2750	3340	4980						
	Yakima to Kiona.....	0.5	1310	1310	1560	2840	1730	2250	2750	3340	4980						
	Kiona to Badger.....	1.3	590	590	700	1260	745	1025	1260	1490	2265						
	Badger to Pasco.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
	Richland to Pasco.....	1.0	745	745	890	1620	950	1280	1640	1900	3300						
Fourth Westward	Gibbon to Parker.....	0.6	1140	1140	1360	2460	1440	1975	2400	2900	4360						
	Parker to Gibbon.....	1.5	510	510	610	1100	680	890	1100	1300	1980						
	Parker to Gibbon.....	1.4	550	550	650	1220	735	1000	1230	1400	2115						
	Coeur d'Alene to Blackwell.....	1.5	510	510	610	1140	700	930	1150	1300	1980						
	Blackwell to Post Falls.....	1.5	510	510	610	1140	700	930	1150	1300	1980						
Fourth Eastward	Post Falls to Hauser.....	1.5	510	510	610	1140	700	930	1150	1300	1980						
	Hauser to Coeur d'Alene.....	1.5	510	510	610	1190	700	910	1130	1300	1980						
	Coeur d'Alene to Blackwell.....	1.6	480	480	560	1080	630	840	1030	1220	1860						
	Blackwell to Post Falls.....	1.7	450	450	540	970	590	790	970	1160	1755						
	Post Falls to Hauser.....	1.4	550	550	650	1170	720	950	1180	1400	2115						
Fifth Westward	Belmont to Farnington.....	1.4	550	550	650	1170	720	950	1180	1400	2115						
	Farnington to Lewiston.....	1.4	550	550	650	1170	720	950	1180	1400	2115						
	Lewiston to Pullman.....	1.6	480	480	560	1080	630	840	1030	1220	1860						
	Pullman to Howel.....	1.7	450	450	540	970	590	790	970	1160	1755						
	Howel to Lewiston.....	1.4	550	550	650	1170	720	950	1180	1400	2115						

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	550-551 556 6500-6513 6550-6553 6600-6601	244-245 260, 263 267 6000-6005 6051-6052 6700 Series	500-501 525 552-555 557-569 850-863 900 Series 6007-6020 7000 Series	200 Series Except 244, 245 260, 263 267 300 Series 7000 Series	2500-501 Series
Sixth Eastward	Lewiston to Arrow.....	0.7	1010	1200	2290	1340	1820	2500	2580	3860
	Arrow to Kendrick.....	0.8	900	1070	2042	1190	1590	2050	2300	3470
	Kendrick to Troy.....	2.4	320	380	700	420	540	700	760	1235
	Troy to Howell.....	2.2	350	420	750	460	580	750	850	1350
	Howell to Pullman.....	1.5	510	610	1100	680	890	1100	1300	1980
	Pullman to Belmont.....	1.1	680	810	1470	880	1200	1460	1750	3100
	Belmont to Oakesdale.....	0.6	1140	1360	2610	1560	2085	2540	2900	4360
	Oakesdale to Spangle.....	1.5	510	610	1100	680	890	1100	1300	1980
	Spangle to Marshall.....	1.5	745	890	1500	950	1280	1640	1900	2670
	Pullman Jct. to Johnson.....	0.9	820	970	1770	1020	1360	1810	2070	3140
Seventh Westward	Johnson to Colton.....	0.3	510	610	1100	680	890	1180	1300	1865
	Colton to Genesee.....	0.3	1850	2200	3990	2440	3170	4130	4710	6950
Seventh Eastward	Genesee to Colton.....	1.1	680	810	1470	880	1200	1460	1750	2670
	Colton to Johnson.....	1.1	680	810	1470	880	1200	1460	1750	2670
Eighth Westward	Johnson to Pullman Jct.....	1.1	680	810	1470	880	1200	1460	1750	2670
	Cheney to Medical Lake.....	1.1	680	810	1470	880	1200	1460	1750	2670
	Medical Lake to Creston.....	1.2	630	750	1370	790	1100	1360	1600	2435
	Creston to Almira.....	1.2	630	750	1370	790	1100	1360	1600	2435
	Almira to Hanson.....	1.2	630	750	1370	790	1100	1360	1600	2435
	Hanson to Odair or Coulee City.....	1.0	745	890	1690	950	1280	1640	1900	3300
	Davenport to Eleanor.....	1.0	745	890	1690	950	1280	1640	1900	3300
	Odair to Connell.....	0.7	1010	1200	2180	1280	1720	2150	2580	3860

Eighth Eastward	Coulee City to Hartline.....	1.0	745	890	1690	950	1280	1640	1900	3300
	Hartline to Creston.....	1.2	630	750	1370	790	1100	1360	1600	2435
	Creston to Medical Lake.....	1.0	745	890	1690	950	1280	1640	1900	3300
	Medical Lake to Cheney.....	0.9	820	970	1810	1040	1390	1840	2070	3140
	Eleanor to Davenport.....	0.9	820	970	1770	1020	1360	1810	2070	3140
	Connell to Odair.....	1.0	745	890	1690	950	1280	1640	1900	3300
	Pasco to Attalia.....	0.3	1850	2200	3990	2440	3170	4130	4710	6950
	Attalia to Eureka.....	1.1	680	810	1470	880	1200	1460	1750	2670
	Eureka to Climax.....	1.6	480	560	1030	630	840	1100	1220	1860
	Climax to Walla Walla.....	1.0	745	890	1620	950	1280	1640	1900	3300
Ninth Westward	Walla Walla to Minnick.....	1.6	480	560	1030	630	840	1100	1220	1860
	Minnick to Dayton.....	0.9	820	970	1770	1020	1360	1810	2070	3140
	Walla Walla to Tracy.....	1.9	410	480	870	540	700	850	1020	1570
	Dayton to Minnick.....	1.6	480	560	1030	630	840	1100	1220	1860
	Minnick to Walla Walla.....	1.0	745	890	1620	950	1280	1640	1900	3300
	Walla Walla to Eureka.....	1.0	745	890	1620	950	1280	1640	1900	3300
	Eureka to Pasco.....	1.0	745	890	1620	950	1280	1640	1900	3300
	Tracy to Walla Walla.....	1.0	745	890	1620	950	1280	1640	1900	3300
	Attalia to Apex.....	2.2	350	420	750	460	580	750	850	1350
	Apex to Pendleton.....	1.4	550	650	1190	725	965	1200	1400	2115
Eleventh Westward	Smeltz to Athena.....	2.2	350	420	750	460	580	750	850	1350
	Pendleton to Apex.....	1.6	480	560	1030	630	840	1100	1220	1860
Eleventh Eastward	Apex to Attalia.....	1.7	450	540	990	610	800	990	1160	1755
	Athena to Smeltz.....	1.7	450	540	990	610	800	990	1160	1755
Tenth Westward	Eureka to Pleasant View.....	1.1	680	810	1470	880	1200	1460	1750	3100
	Pleasant View to Eureka.....	0.5	1310	1560	2840	1730	2250	2750	3340	4980

MAXIMUM CLEARANCES

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

Height of center of gravity above top of rail not to exceed 84 inches.

SUBDIVISION	HEIGHT ABOVE TOP OF RAIL														Governing Structure				
	MAXIMUM LOAD WIDTH WHEN CENTERED ON CAR																		
	21'-0"	20'-0"	19'-0"	18'-0"	17'-6"	17'-0"	16'-6"	16'-0"	14'-0"	13'-6"	13'-0"	12'-0"	11'-9"	11'-6"		11'-4"	11'-0"	1'-0"	0'-6"
1st Sub.—Paradise-Sandpoint.....	0'-0"	3'-0"	6'-0"	8'-0"	9'-11"	10'-5"	11'-5"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-2"	10'-10"	Cabinet Tunnel and Bridge 94.1
1st Sub.—Sandpoint-Yardley.....	8'-5"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-7"	10'-2"	Bridge 3.2—Lake Pend D'Oreille
2nd Sub.—Yardley-Pasco.....	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-0"	8'-11"	Bridge 13
3rd Sub.—Pasco-Yakima.....	7'-7"	9'-4"	11'-3"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	Bridge 1—Columbia River
4th Sub.—Sunnyside Line.....	8'-0"	9'-0"	10'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	U.P. Bridge 79
6th Sub.—P. & L. Branch.....	8'-2"	10'-2"	11'-10"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-10"	9'-10"	Bridges 102.2, 105, 105.1, 123 and 126
8th Sub.—Wash. Cent. Branch.....	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	Bridge 151.1
9th Sub.—Walla Walla Branch.....	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	12'-0"	12'-0"	Bridge 3—Snake River
11th Sub.—Pendleton Branch.....	9'-4"	11'-1"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	Bridge 39—Umatilla River

Loads up to 12'-0" wide between 21'-0" and 0'-6" above top of rail may be handled on the following subdivisions:

- 6th Sub.—Fort Sherman Branch
- 7th Sub.—Genesee Branch
- 10th Sub.—Eureka Branch

- 12th Sub.—Snake River Branch
- 13th Sub.—Simcoe Branch

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Loads in excess of measurements given above may be handled only upon message authority obtained from the Division Superintendent, copy of which must accompany the movement.