NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Special Instructions No. 10

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

Sunday, January 1, 1950

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

C. H. BURGESS,
Assistant General Manager.

C. E. DORFLER,
Superintendent.

J. F. ALSIP,
General Manager.

R. E. MATTSON,
General Superintendent of Transportation.

ALL SUBDIVISIONS.

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

Passenger trains ..... 75 MPH.
Freight and mixed trains ..... 50 MPH.
"J" Manifest freight trains ..... 35 MPH.

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

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 (RS).

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 otherwise ..... 15 MPH.
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment ..... 30 MPH.
Handling 4-wheel scale test cars—Main Line ..... 35 MPH.
Branch Lines ..... 25 MPH.
Picking up train orders from operators ..... 30 MPH.

Engines—Classes—	Handling trains	Running light
All 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, Y-1, Y-3	40 MPH.	35 MPH.
Z-3, Z-4	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions	15 MPH.	15 MPH.
660 HP diesel-electric switch engines, Nos. 125 to 131 inc.	45 MPH.	45 MPH.
5400 HP and 6000 HP diesel-electric road engines, 6000 series	65 MPH.	65 MPH.
4500 HP diesel-electric passenger engines, 6500 series	75 MPH.	65 MPH.
900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	60 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-5 ..... 35 MPH.
Y, Y-1, Y-3 ..... 30 MPH.
Z-3, Z-4 ..... 25 MPH.

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-3 inc ..... 25 MPH.
Z-3, Z-4 ..... 20 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-3 inc ..... 30 MPH.
Z-3, Z-4 ..... 25 MPH.

Branch Lines—with either or both main and side rods removed:
All A and Q classes ..... 25 MPH.
All other classes ..... 20 MPH.

On bridges—With either or both main and side rods removed:
Steam switch engines, without engine trucks ..... 15 MPH.
Other engines ..... 20 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.

Dead 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 operating 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 doubleheaders 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.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 and 6500 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

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).

Where diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.

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.

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.

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. 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.

5. Rule D-97 applies to all divisions.

6. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on 5th, 7th, and 13th Subdivisions; on 8th Subdivision between Connell and Adrian; and on 9th Subdivision between Attalia and Dayton; and also in special cases authorized by the Superintendent and protected by train order.

7. Rule 606: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

8. Test of hand brakes of gas-electric or diesel-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control" conductor and engineer will cooperate in making test.

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.

   Cranes or similar machines geared for self-propulsion moving on commercial billing, must not be handled in time freight trains.

   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—To operate the lock, unlock and open the door:

    (a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.

    (b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indicator will normally show proceed than turn the lock handle to the left and line the switch.

    (c) After final movement over the switch is made:
    Restore and lock switch in normal position.
    Turn the electric lock handle to the right until it rests on the stop block.
    Close and lock the door of the electric lock.

    (d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed.

    When emergency release is used, there must be a wait of three minutes before switch is lined for movement.

After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

12. Signal Operation at Spring Switches Equipped for Switch Key Operation—Unless otherwise provided, the normal position of the spring switch is for main track. The normal indication of main track signals 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.

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 cabooses not equipped with steel sills.

15. Bulletin Stations—

Paradise—Passenger Station	East	
Yardley—Yard Office, Roundhouse	East	West
Spokane—Erie St. Yd. Office,	East	
Passenger Station	East	West
Cheney—Passenger Station	East	
Pasco—Passenger Station, Roundhouse		West
Walla Walla—Passenger Station		West
Yakima—Passenger Station, Yard Office, Roundhouse		West
Lewiston—Passenger Station	East	
East Lewiston—Yard Office, Roundhouse	East	
Pullman—Passenger Station	East	
Toppenish—Passenger Station		West

    Designation "East" or "West" corresponds with territory assigned to East and West train and engine service employees.

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

17. Watch Inspectors—

Plains	Julian Mercier.
Dishman	Karl's Jeweler's.
Spokane	Swanson Jewelry.
Pullman	F. & M. Jewelry.
Lewiston	M. L. Haines; T. L. Dean.
Pasco	Watch Shop.
Walla Walla	Falkenberg Jewelry.
Yakima	Carson and Stedman.
Ellensburg	Phillips Jewelry.

FIRST SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Paradise and MP 41 (between Belknap and Talc)	50	60
MP 41 and MP 57 (between Trout Creek and Tuscor)	50	75
MP 57 and MP 95 (between Clarks Fork and Hope)	50	60
MP 95 and MP 63 (Irvin)	50	75
Irvin and Yardley, both tracks	50	75
Paradise and Kootenai, trains handling 79,000 series ore cars loaded with phosphate	40 MPH.	

Over street crossings within corporate limits—
Thompson Falls ..... 30 MPH.
At Trout Creek, passing coal dock ..... 40 MPH.
At Athol and Rathdrum, trains which dispatch mail without stopping ..... 30 MPH.

2. **Bridge and Engine Restrictions—**

Bridge 92 between Colby and Clarks Fork:
Engines class Z-5 ..... 20 MPH.
Lighter classes ..... 30 MPH.

Bridge 3-2 between Sand Point and Lignite .....
Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc. 20 MPH.
Lighter Classes, over draw span only ..... 30 MPH.

Engines Class W-3 and heavier not permitted on following tracks:

Plains	Log and mill spurs.
Weeksville	Spur.
Thompson Falls	Stock spur east of stock yards.
Heron	Loading track.
Kolliner	Spur.
Oden	Spur.
Cocolalla	Spur.
Hauser	Storage track east of east frog of storage tracks No. 1 and No. 2.
Irvin	Cement plant lead, east of highway.

3. **At Kootenai**—The two main track switches and the connecting switches at east end of eastward siding and west end of westward siding adjacent to telegraph office will be handled by operator for train movements.

4. **At Sand Point**—Time of first class trains applies at passenger station.

5. **At Trentwood**—Switch leading to the Aluminum Plant will be lined for track No. 2 and locked with private lock. Unless otherwise instructed, N. P. Ry. crews will not pass No. 2 switch on the Aluminum Plant lead.

6. **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.

When necessary to operate the switch by hand, 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.

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

8. **Train Inspection**—Freight trains must be inspected between Childs and Tuscor and between Hope and Algoma.

9. **Spring Switches**—At Paradise, west switch equipped with facing point lock.

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

   At Algoma, west switch of siding, equipped with facing point lock and switch key signal operation.

   At Granite, west switch of siding, equipped with facing point lock and switch key signal operation.

   At Yardley, both ends of single track and also yard lead connection to single track, equipped with facing point locks.

10. **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.

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

    Thompson Falls: North siding is westward; south siding is eastward.

    Trout Creek: North siding is eastward; south siding is westward.

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

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

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

12. **Double Track**—Between Yardley and Irvin, inferior trains may run ahead of superior trains with the current of traffic without train order authority. First class and passenger extra trains must not be delayed.

13. **Double Track Exception—At Yardley.**
    Single track between 2900 feet east of Hardesty Road overhead bridge, and 1600 feet west thereof.
    Movements with the current of traffic from double track, and from yard lead to this single track will be governed by block signals, whose indications supersede the superiority of trains.

14. **Register Stations**—
    Paradise.

    Clarks Fork, for trains originating and terminating.

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

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

SECOND SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Yardley and Marshall, both tracks—with current of traffic	50	60
Spokane and Marshall, against current of traffic,		
Marshall and MP 2	50	50
MP 2 and MP 1	35	35
Marshall and Cheney (west switch)	50	60
Cheney and Fishtrap (west switch)	50	75

Fishtrap and MP 49 (between Sprague and Keystone)	50	60
MP 49 and MP 79 (between Paha and Lind)	50	75
MP 79 and MP 115 (east switch Cactus)	50	60
MP 115 and Pasco	50	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 street crossings within corporate limits:

Cheney ..... 25 MPH.
Sprague ..... 45 MPH.
Ritzville ..... 30 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 ..... Tracks 1, 2, 3, 4, 5, 6, 7, 8, 9.

Spokane, all passenger station tracks and north and south running tracks.

Marshall—Tracks 5 and 6 and wye and Sixth subdivision main track east of Bridge 0-1 located 700 feet west of wye switch.

Cheney ..... All tracks to a point 800 ft. west of west switch of wye on Eighth Subdivision except engine spur and coal dock track.

Fishtrap ..... Spur.

Sprague ..... House track, Standard Oil spur, Mill spur, stock track extension, coal, Sanborn spur.

Pifer ..... Spur.

Ritzville ..... Freight house, old house track, west 300 feet and east 450 feet Green's track. Wood, Union Oil, Texas, Shell and Light spurs, West No. 2 track, Mill track to scale, west end of stock track to stock yard.

Lind ..... All tracks.

Cunningham .. East 800 ft. of the house track.

Hatton ..... Warehouse track.

Connell ..... Wye tracks.

Cactus Pit ..... All tracks.

Mesa Pit ..... Main line storage track.

Eltopia ..... Elevator track.

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. **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, siding, 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 track	3 long, 1 short
Sixth Subdivision	1 long, 2 short, 1 long
Siding	1 long, 1 short, 1 long, 1 short
SP&S connection	1 long, 1 short, 1 long

EASTWARD:

Eastward main track	4 short

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.
All incoming freight trains must be secured by setting at least six (6) hand brakes on west end of train. On all outgoing trains hand brakes must not be released until road engine is coupled and air pressure obtained on caboose.
Third Subdivision instructions govern.

9. **Train Inspection**—Freight trains 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 end of siding, equipped with facing point lock and 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.
Pasco.
Marshall Interlocking—Regular trains.

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—**

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Pasco and Vista (east switch)	50	60
Vista and MP 21 (between Badger and Kiona)	50	75
MP 21 and MP 40 (Prosser, east switch)	50	60
MP 40 and MP 88 (east end Yakima)	50	75
MP 88 and Yakima passenger station	50	60
At UP crossing—Interlocking (between Parker and Union Gap)	50	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 dock ..... 40 MPH.
At Wapato—Trains which dispatch mail without stopping ..... 30 MPH.
Over street crossings within corporate limits; Kennewick, Prosser, Toppenish and 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-8 ..... 20 MPH.

Engines Classes A, A-1, A-2 and Z-4 and SP&S class E-1 ..... 30 MPH.

All engines, over the draw span ..... 20 MPH.

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.

Kiona—Storage track.

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

Prosser—Taggares, Croxton and Sampson's spurs.

Mabton—No. 2 and stock tracks.

Satus—Storage, team and beet tracks.

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

Wapato—Big Y team and house, stock, Hay Nos. 1 and 2 and yard lead.

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 and east switch at Kennewick are governed by signal indications which supersede the superiority of trains for both opposing and following movements on the same track. 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. **Double Track**—Between east switch of main track crossover west of Pasco passenger station and spring switch at west end of double track east of Columbia River bridge. Normal position of spring switch is for eastward main track. Normal position of all other main track switches is for movements to and from freight yard.

When instructed by yardmaster, westward trains from freight yard shall use eastward main track to end of double track after signals to Kennewick have been cleared by operator. Such movements from yard to eastward main track against the current of traffic are governed by a dwarf signal located at the east end of the double track crossover. This signal has no approach circuit and for such movements is normally a Slow-Clear signal.

No provisions are made for westward movements from passenger station to eastward main track by signal indication.

Movements between roundhouse tracks and freight yard will not affect automatic block signals.

Dwarf signal, located west of east end of double track crossover, governs eastward movements from westward main track through the east end of double track.

5. **At Pasco**—Time of first class and passenger extra trains applies at passenger station. Westward stop signal governing movements from freight yard to westward main track is semi-automatic and controlled from telegraph office. Westward trains will not leave yard tracks until this signal indicates "approach" or "clear".

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.

6. **Columbia River Drawspan**—Upper light of westward color light home signal governs N. P. route; lower light governs SP&S route.

7. **At Kennewick**—Signal 34 is normally an Approach signal. When changed to a Clear signal an eastward train may proceed on main track to east switch.

8. **Dual Control Switch—**

At SP&S Jct., switch is normally lined for NP main track and may be electrically operated with remote control by the operator at Pasco.

9. **Spring Switches—**

At Pasco, west end of double track equipped with facing point lock.

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

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

10. **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.

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.

11. **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.

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

13. **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.

14. **Register Stations—**

Pasco—Yakima.

15. **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—**

Zone—Between	Maximum Speeds Permitted Engines W-3 and Heavier	Classes Lighter than W-3
Gibbon and Parker	30	40

Over street crossings within corporate limits:
Sunnyside, Granger and Zillah ..... 30 MPH.

2. **Bridge and Engine Restrictions—**

At Grandview—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.

Bridge 52, between Lichty and Sunnyside. Engines Classes A-4, A-5, Z-5, Z-6, Z-7 and Z-8 ..... 10 MPH.
Engines Classes A-2, A-3, W-3, W-5, and Z-4 ..... 30 MPH.

U.P.R.R. Bridge 89-35—Doubleheader engines Classes A-4, A-5, and Z-4 to Z-8 inc. not permitted.

Engines Classes A-2 to A-5, inc. and Z-4 to Z-8, inc. permitted on following tracks only:
Whitstran—O'Brien and Betz Spurs.
North Prosser—All tracks.
Amos—Spur.
Grandview—Siding, new switch lead, new (2) team tracks, Davis-Baxter (2) spurs, Wash. State Hop Ass'n spur.
Sunnyside—Team track.
Servu—Seattle Pkg. Co. track.
Granger—Siding and Centennial Mill spur.
Zillah—New team track.
Keck—Woodall's spur.

3. **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.

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

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

6. **Register Station—**
Gibbon.

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

FIFTH SUBDIVISION.

(FORT SHERMAN BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Coeur d'Alene and Hauser	20 MPH.
Trains handling wrecking cranes 41, 42 and 43 and pile driver 25	15 MPH.

2. **Bridge and Engine Restrictions—**

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 Blackwell ..... 10 MPH.
Wrecking cranes 41, 42 and 43 and pile driver 25 ..... 5 MPH.

Heavy Car Restrictions—
Cars with total weight exceeding 214,000 pounds not permitted. 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.

3. **At Coeur d'Alene**—All trains and engines stop and flag over Sherman Ave.

4. **Register Stations**—Hauser.

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

SIXTH SUBDIVISION.

(PALOUSE AND LEWISTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Marshall and Howell,	40	45
when engines heavier than Q-4 are used or freight equipment handled	....	40
Engines classes W-3 and W-5	40	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 engines heavier than Q-4 are used, or freight equipment handled	....	40

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

Spangle—Over Third Street ..... 25 MPH.
Garfield—Over street crossings ..... 20 MPH.
Pullman—Over Kamiaken Street ..... 20 MPH.
Moscow—Over street crossings ..... 12 MPH.
Elsewhere within corporate limits..... 20 MPH.

See also Mountain Grade Operation.

2. **Bridge and Engine Restrictions**—

Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc. not permitted, on or west of Bridge 0.1, located 700 feet west of the wye switch at Marshall.

Engines heavier than Class W-5 not permitted between Marshall and Arrow.

Bridge 28, between Rosalia and Donahue. Engines Classes W-3, W-5 ..... 30 MPH.

Bridges 58, between Garfield and Palouse, and 102, 102-1, and 102-2, between Troy and Bovard, engines classes Q-5, Q-6, W-3 and W-5 ..... 20 MPH.

Bridges 105, between Troy and Bovard, 107, and 107-1, between Bovard and Kendrick—
Engines classes Q-5, Q-6, W-3 and W-5 ..... 10 MPH.
Wrecking cranes 41, 42, 43 and 44, and pile driver 25.... 15 MPH.
Engines Classes W, W-1, W-2 and W-4 ..... 20 MPH.

Bridge 107-2 between Bovard and Kendrick. Engines Classes W-3 and W-5 ..... 20 MPH.

Bridge 123, between Juliaetta and Arrow. Engines Classes Q-5, Q-6, W-3 and W-5 ..... 20 MPH.

Wrecking cranes 45, 46, 47 and 48:
Bridges 28, 58, 107-2 and 123 ..... 15 MPH.
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 exceed ..... 15 MPH.

Heavy Car Restrictions:

Over bridges between Troy and Kendrick: Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.

Cars less than 30 ft. long 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.

Other bridges: Trains handling cars exceeding 214,000 pounds total weight, or cars less than 30 ft. long with total weight exceeding 169,000 pounds when coupled in groups or next to engine or tender must not exceed over,

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

At Palouse—Engines heavier than class W-2 not permitted on switches to tracks 2 and 3 W. I. & M. yard.

Engines Classes W-3 and W-5 permitted on following tracks only:

Marshall	Tracks 1, 2, 5, 6, and wye.
Dynamite	Siding.
Spangle	Siding and elevator spur.
Plaza	Siding.
Rosalia	Siding, east 500 feet of house track, pea plant spur.
Oakesdale	Siding, east 500 feet and west 500 feet of house track, pea plant track.
Belmont	Siding, west 300 feet of house track.
Garfield	All tracks.
Cedar Creek	Spur.
Palouse	Siding, house track, GN Transfer, No. 1 of WI&M Transfer, west 500 feet of elevator track, east 150 feet of River Track.
Fallon	Siding.
Pullman	Siding, Nos. 1 and 2, elevator and coach tracks, house, engine, oil, machinery and Doten spurs.
Pullman Jct.	Wye and Seventh Subdivision main tracks within yard limits and east 300 feet and west 300 feet of Tracks Nos. 1 and 2.
Sunshine	West 300 feet of siding.
Moscow	Siding, transfer, team, east 500 feet of College spur, long spur west of stockyards and west 200 feet of house track.
Joel	Siding.
Howell	Siding.
Troy	Siding, house track, oil and Latah spurs.
Bovard	Siding.
Kendrick	Siding, house, and elevator track.
Juliaetta	Siding.
Arrow	All tracks.

3. **At Marshall**—Train order signal does not govern trains moving via 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. **Yard Limits—**

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

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

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.

Test of air brakes on westward freight or mixed trains as prescribed by Air Brake Rule 35 must be made at Howell. The air brakes must be charged to a maximum of 90 pounds and conductors must know by caboose gauge that this pressure is obtained before making terminal test. Air test card to be filled out and deposited in box provided before leaving Howell. Enginemen will maintain a working pressure of 90 pounds Howell to terminal. Retaining valve handles must be turned up on all cars after terminal test has been made at Howell.

Stop at Kendrick to turn down retaining valve handles and cool wheels.

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.

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.

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

14. **Register Stations—**

Marshall, Interlocking Station.

Pullman.

Pullman Jct., on Tuesdays, Thursdays and Saturdays, unless otherwise instructed, No. 311 and No. 312 will register by Form 608, leaving ticket in box on phone booth.

Troy for westward trains, when no operator on duty. To be used for spacing trains.

Arrow.

15. **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 by operator.

16. **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 Staley	20 MPH.
Staley and Johnson, except	20 MPH.
engines Class T and heavier	15 MPH.
Johnson and Colton	20 MPH.
Colton and Genesee, except	20 MPH.
engines Class T and heavier	15 MPH.
Wrecking cranes 41, 42, 43 and 44 and pile driver 25	15 MPH.
At Genesee—on wye tracks	5 MPH.

2. **Bridge and Engine Restrictions—**

Engines class W-3 and heavier, and wrecking cranes 45, 46, 47 and 48 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 Freight and Mixed	Passenger Steam	Passenger Motor
Cheney and Odair	35	35	40
Davenport and Eleanor	10	10	10
MP 117 and MP 121 (between Bacon and Adco)	10	10	10
Odair and Connell (except between MP 117 and MP 121)	20	20	20

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

2. **Bridge and Engine Restrictions—**

Engines heavier than Class W-2 not permitted, except between Cheney and Coulee City engines class W-3 and lighter permitted.

Between Odair and Connell, wrecking cranes 45, 46, 47 and 48 not permitted.

Between Davenport and Eleanor, engines heavier than Class S-4 not permitted.

Engines Class W-3 permitted only on following tracks between Cheney and Coulee City:

Medical Lake	All tracks, except Quarry Spur.
Deep Creek	Sand Spur.
Hite	Siding.
Reardan	All tracks, except Standard Oil and Grange spurs.
Mondovi	Siding.
Davenport	Siding, house; west 500 feet of elevator track, wye and 500 feet of Seattle Branch main track.
Rocklyn	Siding.
Telford	Spur.
Creston	Siding, house track.

Wilbur .....East and west 500 feet house track, east and west 500 feet elevator track, Grain Growers and Standard Oil spurs.
Govan .....Siding.
Almira .....House track, east and west 300 feet elevator track.
Hartline .....East and west 300 feet house track, east and west 300 feet elevator track.
Odair .....Inside wye tracks.
U. S. Govt. Yards ..Main track and No 1. Track scale on No. 3 track not protected by dead rails and engines heavier than 100 tons not permitted to cross.
Coulee City .....All tracks east of passenger station.

3. **At Cheney, Odair and Coulee City**—Within yard limits, trains Nos. 315 and 316 will observe Rule No. 93 the same as is required of second class and inferior trains.

4. **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.

5. **At Odair**—Normal position of main track switches is for the through route to Connell via the short leg of the wye.

6. **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.

7. **Sidings,** except at Davenport, Creston, Bacon, and Ritell are also used as industrial tracks.

8. **Register Stations**—
Cheney. Connell. Coulee City.

9. **Register Exceptions**—At Cheney, trains Nos. 315 and 316 will register by Form 608.

10. **Derail Switches on main track**—
Eleanor .....Ninety feet east of east switch.

NINTH SUBDIVISION.
(WALLA WALLA BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted		
	Freight and Mixed	Passenger Steam	Passenger Motor
Pasco and Walla Walla	35	40	45
Walla Walla and Dayton	30	35	35
Tracy Jct. and Tracy	20	20	20
On sharp curves and bridges between MP 75 and MP 84, (between Dixie and Coppei)	20	20	20

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.

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

At Walla Walla, through city limits .....12 MPH.

At Dayton, 10 MPH west of and 15 MPH east of Touchet River Bridge.

2. **Bridge and Engine Restrictions**—

Engines Class T not permitted.

Engines Classes Q-4 and heavier, not permitted, except Class Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 177 class, 1500 HP, are permitted.

Between Waitsburg Jct. and Dayton, U. P. Engines 730 to 765, inclusive, and 1745 to 1760, inclusive, permitted.

Bridge 3, between Ainsworth Jct. and Burbank. Doubleheader engines classes Q-1, Q-3 and Q-4, and wrecking cranes 41 to 48 inc., and pile driver 25 not permitted.

Engines Class S-4 and single header classes Q-1, Q-3 and Q-4 ..... 8 MPH.
Lighter classes ..... 20 MPH.
Diesel engines, single header, 1500 HP and lighter..... 10 MPH.

Heavy Car Restrictions—

Cars with total weight exceeding 214,000 pounds, not permitted, except on authority of superintendent.

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 3—Trains handling such cars ..... 8 MPH.

3. **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.

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 Walla Walla**—Within yard limits, trains Nos. 347 and 348 will observe Rule 93 the same as is required of second class and inferior trains.
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 west of Main Street and approach other crossings at restricted speed.

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

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

8. **Register Stations—**
Pasco (To apply at Ainsworth Jct.) Attalia, Eureka, Walla Walla, Waitsburg Jct., Dayton.

9. **Clearance Exceptions—**
At Pasco—Westward trains secure clearance to apply at Ainsworth Jct.
Trains from Eleventh Subdivision will secure clearance 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 apply at Waitsburg Jct.

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

TENTH SUBDIVISION.

(EUREKA BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Eureka and Pleasant View ..... 15 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than Class Q-3 not permitted, except Class Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 177 class, 1500 HP, are permitted.

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

4. **Register Stations**—Eureka.

5. **Clearance Exceptions**—
At Pleasant View, trains will not require clearance.

ELEVENTH SUBDIVISION.

(PENDLETON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted		
	Freight and Mixed	Passenger Steam	Passenger Motor
Attalia and MP 7	30	35	45
MP 7 and Apex or Duroc, Mountain Grade; Descending	20	30	30
Ascending	30	30	30
Apex and Pendleton	30	35	45
Smeltz and MP 8 (two miles west of Wayland)	25	25	25
MP 8 and Athena	15	15	15

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**—

Engines Classes heavier than T not permitted, except Q-1 engines and Q-4 engines 2177 to 2191, inc., and 2194 to 2207, inc., and diesel-electric engines of 177 class, 1500 HP, are permitted.

Bridges 7 to 17 inclusive, between Hunt and Van Sycle—
Engines Classes T, T-1, L-9, Y, Q-1, Q-3 and Q-4 and wrecking cranes 41, 42, 43, and 44, and pile driver 25 .....10 MPH.
Engines Class S-4 .....20 MPH.

Wrecking cranes 45, 46, 47 and 48; Bridge 4 .....15 MPH.
Not permitted on Bridge 7 or beyond.

Heavy Car Restrictions—

Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.

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

4. **At Wallula**—Tracks of U. P. and N. P. used jointly between Wallula east switch and passenger station. Trains will be governed by U. P. RR. Rule 93.

5. **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.

6. **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.

7. **Yard Limit**—Tracks between yard limit signs east of Attalia and west of Hunt operated as one yard.

8. **Sidings**, except at Hunt and Apex are also used as industrial tracks.

9. **Mountain Grade Operation Between Apex or Duroc and MP 7**—Test of air brakes on eastward freight or mixed trains as prescribed by Air Brake Rule 35 must be made before leaving Helix or Duroc. The air brakes must be charged to a maximum of ninety (90) pounds, and conductors must know by caboose gauge that this pressure is obtained before making terminal test. Air test card to be left with operator at Helix or deposited in box provided at Duroc before leaving either station. Enginemen will maintain a working pressure of 90 pounds Helix or Duroc to terminal. Retaining valve handles must be turned up on all cars after terminal test has been made.
   Stop at M. P. 7 to turn down retaining valve handles, cool wheels, and inspect train.

10. **Register Stations**—
    Attalia, Smeltz, Athena, Pendleton.

11. **Clearance Exception**—
    Clearance issued at Pasco will also apply at Attalia.
    At Wallula, unless otherwise directed, eastward trains must secure clearance.

12. **Main Track—Derail.**
    Smeltz (Athena Branch).

TWELFTH SUBDIVISION.
(SNAKE RIVER BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Riparia and Snake River Jct.	25 MPH.
Trains handling locomotive crane or pile driver, except pile driver 25	20 MPH.
Trains handling wrecking cranes 41, 42, 43 or 44 and pile driver 25	15 MPH.
Through Tunnel No. 1, seven miles east of Windust	15 MPH.
At Riparia, engines using wye	15 MPH.

   East of M. P. 14 and between M. P. 38 and 39, falling rocks may be found.

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

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

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

5. **Register Stations**—
   Riparia—Pasco.

THIRTEENTH SUBDIVISION.

(SIMCOE BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan	25 MPH.
Trains handling pile driver (except pile driver 25) or locomotive crane	20 MPH.
Trains handling wrecking cranes 41, 42 and 43 and pile driver 25	15 MPH.

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

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

TONNAGE RATINGS—FREIGHT ENGINES.

TONNAGE RATING INSTRUCTIONS

This rating is made to govern ruling grades only and will in no manner interfere with handling additional tonnage where the grades will permit.

SUB-DIVISION	DISTRICT	Ruling Grade	CLASS OF ENGINES									
			A	W-5	W-3	W	W-1 W-2	S-4	Q-1	Q-4	Z-6 Z-7 Z-8	Diesel 5400 H. P.
First Westward	Paradise to Athol	0.5	4000	4000	3300	2400	2600	1800	.....	1700	6500	8000
	Athol to Yardley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Eastward	Yardley to Athol	0.4	4500	4500	3800	3000	3200	2100	.....	1900	7000	8500
	Athol to Kootenai	.....	4500	4500	4000	.....	.....	2150	.....	1950	7000	8500
	Kootenai to Trout Creek	0.4	4500	4500	3800	2900	3100	2000	.....	1850	7000	8500
	Trout Creek to Paradise	0.4	4500	4500	4000	3300	3500	2150	.....	1950	7000	8500
Second Westward	Yardley to Marshall	1.1	.....	2000	1850	1150	1250	900	.....	860	3300	4450
	Marshall to Cheney	1.0	.....	2200	2000	1350	1450	975	.....	935	3400	4550
	Cheney to Lind	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence	0.6	.....	.....	2800	1800	1975	1250	.....	.....	5500	5900
	Providence to Pasco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second Eastward	Pasco to Cunningham	0.7	.....	.....	2600	1800	1850	1250	.....	.....	.....	.....
	Cunningham to Providence	1.0	.....	.....	2000	1400	1500	900	.....	.....	3600	4870
	Providence to Lind	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Ritzville	0.7	.....	.....	2600	1750	1850	1250	.....	.....	.....	.....
	Ritzville to Sprague	0.7	.....	.....	3400	2400	2600	1900	.....	.....	.....	.....
	Sprague to Fishtrap	1.0	.....	.....	2000	1400	1500	900	.....	.....	3600	4870
	Fishtrap to Cheney	0.7	.....	.....	3500	2750	3000	.....	.....	.....	.....	.....
	Cheney to Yardley	1.0	.....	.....	2200	1800	1900	1200	1015	1150	.....	.....
Via S. P. & S. Eastward	Pasco to Marshall Jct	.....	.....	4500	4000	.....	.....	.....	.....	.....	7000	8500

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	Ruling Grade	CLASS OF ENGINE									
			A	W-5	W-3	W	W-1 W-2	S-4	Q-1	Q-4	Z-6 Z-7 Z-8	Diesel 5400 H. P.
Third Westward	Pasco to Kennewick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kennewick to Badger	0.8	.....	.....	2450	1700	1800	1150	.....	.....	4500	5500
	Badger to Prosser	0.8	.....	.....	3125	2100	2400	1550	.....	.....	5000	6500
	Prosser to Toppenish	0.2	.....	.....	3200	2400	2750	1850	.....	.....	.....	.....
	Toppenish to Yakima	0.3	.....	.....	3200	2300	2700	1750	.....	.....	.....	.....
Third Eastward	Yakima to Kiona	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Kiona to Badger	0.5	.....	.....	3800	2800	3000	1600	.....	.....	6500	8000
	Badger to Pasco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Fourth Westward	Gibbon to Parker	1.0	.....	.....	3200	2300	2700	1550	.....	.....	.....	6500
Fourth Eastward	Parker to Gibbon	0.6	.....	.....	3800	2800	3000	1600	.....	.....	.....	.....
Fifth Westward	Coeur d'Alene to Blackwell	1.5	.....	.....	.....	.....	.....	535	465	525	.....	.....
	Blackwell to Post Falls	1.4	.....	.....	.....	.....	.....	1100	925	1050	.....	.....
	Post Falls to Hauser	1.5	.....	.....	.....	.....	.....	1200	1015	1150	.....	.....
Fifth Eastward	Hauser to Coeur d'Alene	1.5	.....	.....	.....	.....	.....	680	585	670	.....	.....
Sixth Westward	Marshall to Pullman	1.6	.....	1350	1300	940	1050	695	585	665	.....	.....
	Pullman to Howell	1.7	.....	1300	1250	900	950	620	525	585	.....	.....

	Howell to Lewiston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Belmont to Farmington	1.4	.....	.....	.....	.....	.....	680	585	670	.....	.....
Sixth Eastward	Lewiston to Arrow	0.7	.....	5000	5000	4000	4000	1800	1500	1700	.....	.....
	Arrow to Kendrick	0.8	.....	2275	2225	1500	1550	1100	925	1050	.....	.....
	Kendrick to Troy	2.4	.....	850	750	500	550	385	320	360	.....	.....
	Troy to Howell	2.2	.....	1000	900	600	650	415	360	395	.....	.....
	Howell to Pullman	1.5	.....	1500	1400	980	1050	680	585	670	.....	.....
	Pullman to Belmont	1.1	.....	1800	1700	1200	1350	900	760	860	.....	.....
	Belmont to Oakesdale	0.6	.....	5000	5000	2400	2650	1800	1500	1700	.....	.....
	Oakesdale to Spangle	1.5	.....	2100	2050	1400	1550	975	825	935	.....	.....
	Spangle to Marshall	.....	.....	3000	.....	2050	2250	1600	1325	1500	.....	.....
	Farmington to Belmont	1.3	.....	.....	.....	.....	.....	775	670	760	.....	.....

TONNAGE RATINGS—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	Ruling Grade	CLASS OF ENGINE							
				W-3	W-5	W	W-1 W-2	S-4	Q-1	Q-3 Q-4
Seventh Westward	Pullman Jct. to Johnson	0.9	.....	.....	.....	1400	1550	1100	925	1050
	Johnson to Colton	.....	.....	.....	.....	1075	1225	775	670	760
	Colton to Genesee	0.3	.....	.....	.....	2100	2250	1800	1500	1700
Seventh Eastward	Genesee to Colton	.....	.....	.....	.....	2100	2250	1800	1500	1700
	Colton to Johnson	1.1	.....	.....	.....	1200	1350	900	760	860
	Johnson to Pullman Jct.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighth Westward	Cheney to Medical Lake	1.1	.....	1945	2095	1200	1350	900	760	860
	Medical Lake to Creston	1.2	.....	1660	1865	1150	1300	805	680	770
	Creston to Almira	.....	.....	2600	.....	1800	2000	1200	1015	1150
	Almira to Hanson	1.2	.....	1660	1865	1100	1250	775	670	760
	Hanson to Odair or Coulee City	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Davenport to Eleanor	1.0	.....	.....	2330	.....	.....	975	825	935
	Odair to Connell	0.7	.....	.....	3025	1850	.....	1350	.....	.....

Eighth Eastward	Coulee City to Hartline	1.0	.....	2230	2330	1350	1450	975	825	935
	Hartline to Creston	1.2	.....	1660	1865	1150	1300	805	680	770
	Creston to Medical Lake	1.0	.....	2230	2330	1350	1450	975	825	935
	Medical Lake to Cheney	0 9	.....	2450	2550	1450	1550	1145	970	1100
	Eleanor to Davenport	0.9	.....	.....	.....	.....	.....	975	825	935
	Connell to Odair	1.0	.....	.....	.....	1400	1500	950	825	935
Ninth Westward	Pasco to Attalia	0.3	.....	.....	.....	.....	.....	1800	1500	1650
	Attalia to Eureka	1.1	.....	.....	.....	.....	.....	1000	760	860
	Eureka to Climax	1.6	.....	.....	.....	.....	.....	750	550	610
	Climax to Walla Walla	1.0	.....	.....	.....	.....	.....	1000	760	935
	Walla Walla to Minnick	1.6	.....	.....	.....	.....	.....	750	550	610
	Minnick to Dayton	0.9	.....	.....	.....	.....	.....	1145	900	1050
	Walla Walla to Tracy	1.9	.....	.....	.....	.....	.....	525	350	400
Ninth Eastward	Dayton to Minnick	1.6	.....	.....	.....	.....	.....	750	550	610
	Minnick to Walla Walla	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Walla Walla to Eureka	1.0	.....	.....	.....	.....	.....	1000	760	935
	Eureka to Pasco	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Tracy to Walla Walla	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh Westward	Hunt to Apex	2.2	.....	.....	.....	.....	.....	350	.....	.....
	Apex to Pendleton	1.4	.....	.....	.....	.....	.....	850	.....	.....
	Smeltz to Athena	2.2	.....	.....	.....	.....	.....	350	.....	.....
Eleventh Eastward	Pendleton to Apex	1.6	.....	.....	.....	.....	.....	550	.....	.....
	Apex to Hunt	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Athena to Smeltz	1.7	.....	.....	.....	.....	.....	695	.....	.....
Tenth Westward	Eureka to Pleasant View	1.1	.....	.....	.....	.....	.....	1000	.....	.....
Tenth Eastward	Pleasant View to Eureka	0.5	.....	.....	.....	.....	.....	1500	.....	.....

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

MAXIMUM CLEARANCES.

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

SUBDIVISION.		LIMIT OF LOAD MEASUREMENT. HEIGHT ABOVE TOP OF RAIL										Governing Structure
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	Max. Height	Max. Width	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
1st Subdivision....	Main Line (Paradise-Kootenai Yard).....	20' 5"	20' 3"	20' 1"	19' 9"	19' 6"	19' 3"	19' 0"	18'11"	18' 8"	20' 5"	11' 6"	Cabinet Tunnel.
1st Subdivision....	Main Line (Kootenai Yard-Yardley).....	19' 3"	19' 2"	19' 1"	18'11"	18' 9"	18' 6"	18' 2"	18' 0"	17'10"	19' 3"	11' 6"	Granite Tunnel.
2nd Subdivision....	Main Line (Yardley-Pasco).....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
3rd Subdivision....	Main Line (Pasco-Yakima).....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
4th Subdivision....	Sunnyside Line.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 3"	20' 0"	19' 9"	20' 6"	11' 6"	U. P. Bridge, Yakima River.
5th Subdivision....	Fort Sherman Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
6th Subdivision....	Palouse and Lewiston Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
7th Subdivision....	Genesee Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
8th Subdivision....	Washington Central Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
9th Subdivision....	Walla Walla Branch.....	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	11' 6"	Bridge No. 3, Snake River.
	Tracy Jct. to Tracy.....	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"	Wire Crossing at M. P. 0+1350.
10th Subdivision....	Eureka Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
11th Subdivision....	Pendleton Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	Bridge No. 39.
	Smeltz to Athena.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
12th Subdivision....	Snake River Branch.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 4"	20' 2"	20' 6"	11' 6"	Tunnel No. 1.
13th Subdivision....	Simcoe Branch.....	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	11' 6"	Overhead Flume.

Note—Limit of load measurements based on 52′ 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 — HEIGHT ABOVE TOP OF RAIL.									Governing Structure
		8ft. 6in. Wide	9 ft. Wide	9ft. 6in. Wide	10 ft. Wide	10ft.6in. Wide	11 ft. Wide	11ft.6in. Wide	Max. Height	Max. Width	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
1st Subdivision	Main Line (Paradise-Kootenai Yard)	18′ 5″	18′ 2″	17′ 10″	17′ 7″	17′ 3″	16′ 10″	16′ 7″	20′ 5″	11′ 6″	Cabinet Tunnel.
1st Subdivision	Main Line (Kootenai Yard-Yardley)	17′ 8″	17′ 6″	17′ 2″	16′ 11″	16′ 7″	16′ 5″	16′ 1″	19′ 3″	11′ 6″	Granite Tunnel.
2nd Subdivision	Main Line (Yardley-Pasco)	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
3rd Subdivision	Main Line (Pasco-Yakima)	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
4th Subdivision	Sunnyside Line	19′ 5″	19′ 2″	19′ 0″	18′ 8″	18′ 5″	18′ 2″	17′ 11″	20′ 6″	11′ 6″	U. P. Bridge, Yakima River.
5th Subdivision	Fort Sherman Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
6th Subdivision	Palouse and Lewiston Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
7th Subdivision	Genesee Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
8th Subdivision	Washington Central Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
9th Subdivision	Walla Walla Branch	18′ 9″	18′ 9″	18′ 9″	18′ 9″	18′ 9″	18′ 9″	18′ 9″	18′ 9″	11′ 6″	Bridge No. 3, Snake River.
	Tracy Jct. to Tracy	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	11′ 6″	Wire Crossing, at M. P. 0+1350.
10th Subdivision	Eureka Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
11th Subdivision	Pendleton Branch	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 5″	20′ 6″	11′ 6″	Bridge No. 39.
	Smeltz to Athena	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	20′ 6″	11′ 6″	
12th Subdivision	Snake River Branch	20′ 0″	19′ 10″	19′ 9″	19′ 7″	19′ 0″	18′ 4″	17′ 7″	20′ 6″	11′ 6″	Tunnel No. 1.
13th Subdivision	Simcoe Branch	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	19′ 6″	11′ 6″	Overhead Flume.

G. L. SLORAH, Assistant Superintendent.
H. J. McCALL, Assistant Superintendent.
C. J. McALOON, Trainmaster.

R. M. JOHNSON, Trainmaster.
J. O. DAVIES, Trainmaster.

M. W. SCOTT, Trainmaster.
F. N. SIGMON, Chief Dispatcher.