28

COAST TWENTY-SECOND SUBDIVN

25 Speed Restrictions (III addition to delicial Speed Restrictions)	
Maximum Spee	d MI
Between Dishman and McGuires	
1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels	. 15
On curve one and one-half miles west of Newport	20
Trains handling logs	. 25
Corporate Limits Town of Metaline Falls	25
Corporate Limits Town of Ione	. 25
Corporate Limits Town of Cusick	30

- X130 Westward Burlington Northern trains starting at Spokane that are to enter the Ninth Subdivn at Spokane Bridge must obtain a CMStP&P clearance at the BN telegraph office at Spokane.
- X131 CMStP&P trains that are to enter the Union Pacific siding at Dishman, must stop before passing the stop sign at the junction switch and may then proceed, being governed by operating rules and existing conditions.
- X132 Three yellow discs are mounted on uprights on the bents on north side of Bridge WN-100 over Box Canyon, located between MP 98 and MP 99, between Ione and Vail Tunnel, to act as a slide warning device.

If any of these signs are missing or disarranged, trains must stop and inspect bridge to know it is safe before passing over it.

Trains must not exceed 10 MPH over this bridge.

COAST TWENTY-THIRD SUBDIVN

X134 Speed Restrictions (in addition to General Speed Restrictions)	
Maximum Speed	MPH
Between McGuires and Coeur d'Alene 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels	15

- X135 Eastward Burlington Northern trains starting at Coeur d'Alene that are to enter the Twenty-third Subdivn at Gibbs must, unless otherwise provided, obtain CMStP&P Clearance at Coeur d'Alene.
- X136 Connection switch with Burlington Northern is located 2746 feet west of MP 22 at Huetter. Burlington Northern trains and engines may use joint CMStP&P BN main track between this connection and the connection switch to chip yard of the Ohio Match Co. in accordance with Rule 93.

COAST TWENTY-FOURTH SUBDIVN

2	138 Speed Restrictions (in addition to General Speed Restrictions)
	Maximum Speed MPH
	1750 HP four-wheel truck Diesel between MP 38.6 and Elk River 15
	Around all sharp curves 15
	Over bridges EE-504 and EE-506 between MP 7 and Rover 15
,	120 Fytreme care must be used by all employees in switching and enatting

- X139 Extreme care must be used by all employées in switching and spotting cars on track at Jim's Spur, Idaho, account restricted side and overhead clearances. Employees are prohibited from riding tops or sides of cars in this vicinity.
- X140 Tracks Nos. 2 and 3 in WI&M Yard at Bovill are not safe for engines.

LOCATION OF DISPATCHERS CIRCUIT AND MESSAGE CIRCUIT ON CROSSARMS MILES CITY TO AVERY

To be used with portable telephones at location on crossarms and determined by facing pole looking West. Telephone pole line does not parallel main track between M.P. 1490.7 and M.P. 1493 between Vendome and Cedric and between M.P. 1744.5 and 1746.3 between Bryson and East Portal.

TERRITORY

DISPATCHERS CIRCUIT

MESSAGE CIRCUIT

Miles City to Harlowton—	4th and 5th wires from pole right hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Harlowton to Three Forks—	4th and 5th wires from pole left hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Three Forks to Cedric—	2nd and 3rd wires from pole left hand side-top crossarm.	3rd and 4th wire from pole right hand side-top crossarm.
Cedric to Butte Yard—	3rd and 4th wires from pole left hand side-top crossarm.	3rd and 4th wires from pole right hand side-top crossarm.
Butte Yard to Avery—	2nd and 3rd wires from pole right hand side-top crossarm.	3rd and 4th wires from pole left hand side-top crossarm.

TROLLEY CUT-OUT SWITCHES

All employees working in electrified territory must have a copy of Special Rules and Instructions covering Electrical Operation, Form 3170, in their possession while on duty.

MAIN LINE TROLLEY SECTIONALIZING SWITCHES AND AIR GAPS located between Harlowton and Avery are shown on Pages 31-39 inclusive in Form 3170 and those located between Othello-Seattle-Tacoma are shown on Pages 40-45 inclusive.

Trolley cut-out switches located on the following industrial tracks should be kept locked in the open position except when necessary to let motors in and out of these tracks:

No. 102—Three Forks, wye and Gravel Spur (switch located on West leg of wye).

No. 103-Butte Yard, Hansen Packing Co. Spur.

No. 104—Butte, Westinghouse Spur.

No. 108—Butte Safeway Spur

No. 109-Butte, Manganese Spur.

No. 107-Finlen, Pioneer Spur.

No. 206—Missoula, Intermountain Lumber Co., Spur, Plant No. 2 and BN transfer.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
60	60	70	51.4
61	59	75	48
62	58.1	80	45
63	57.1	85	42.4
64	56.3	90	40
65	55.4	100	36
66	54.5	120	30
67	53.7	144	25
68	52.9	180	20
69	52.2	240	15
13		360	10

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

ROCKY MOUNTAIN DIVISION AND COAST DIVISION

JOINT TIME TABLE No. 1

Taking effect at
1:01 AM Mountain Standard Time
12:01 AM Pacific Standard Time

Sunday, August 12, 1973

For the government and information of employees only

S. O. JONES Superintendent Rocky Mountain Division M. T. SEVEDGE Superintendent Coast Division

R. E. BECK
General Superintendent of Transportation

Q. W. TORPIN General Manager

Capacity in Cars		Calls	W III y S	шо	14	Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Miles City	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	мс	MILES CITY	0.0	BFKOP QRTWYZ	Continuous
99	87		PARAGON	8.3	P	No Office
85	15		SHEFFIELD	16.1	P	No Office
	48		THURLOW	25.9	P	No Office
140	21		CARTERVILLE	33.7	P	No Office
	49		ORINOCO	40.0	P	No Office
	10	FS	FORSYTH	45.0	OP	7:00AM to 4:00PM Except Sat. & Sun
100	10		COLD SPRINGS	48.1	P	No Office
	94		VANANDA	62.7	P	No Office
143	1		AHLES	72.6	P	No Office
	76		THEBES	77.9	P	No Office
99	37	MR	7.2 INGOMAR	85.1	OP	7:45AM to 4:45PM Except Sat. & Sun
100	11		SUMATRA	95.3	P	No Office
	Yard	MS	MELSTONE	112.1	BKO PRWY	Continuous
48			QUEENS POINT	117.9	P	No Office
76	18		MUSSELSHELL	124.0	P	No Office
	48		DELPHIA	130.4	P	No Office
102			GAGE	139.3	P	No Office
107	Yard	RU	ROUNDUP	146.6	OPTW	8:00AM to 5:00PM Except Sat. & Sun
87	18		ELSO 15.3	156.3	P	No Office
138	26		LAVINA	171.6	P	No Office
107	34	R	15.6	187.2	P	8:00AM to 5:00PM Except Sat. & Sun
137	21		SHAWMUT	200.7	P	No Office

Trains must not exceed maximum speed of 50 miles per hour.

BFJKOP

HARLOWTON 216.7 QRTWYZ Continuous

ABS is in use between Miles City and Harlowton.

Melstone is a register station for trains originating or terminating only.

ROCKY MOUNTAIN DIVN-SECOND SUBDIVN

2	Cap	acity Cars	alls		. 8		Train Order
ESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Harlowton	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
Χ		Yard	нч	HARLOWTON	0.0	BFJKOP QRTWYZ	Continuous
1	60	9		VALENCIA	6.2	P	No Office
Ţ	100	30	WO	TWO DOT	12.0	P	No Office
٧	102	32	MX	MARTINSDALE	24.2	OP	7:45AM to 4:45PM Except Sat. & Sun.
	59	11		GROVELAND	28.6	P	No Office
	102	19		LENNEP	35.6	P	No Office
	59			BRUNO	41.2	P	No Office
		60		LOWETH	46.0	PQ	No Office
	105			HAMEN	49.7	P	No Office
	117	47	D	RINGLING	57.0	OP	7:45AM to 4:45PM Except Sat. & Sun. 9:00PM to 5:00AM Except Mon. & Tue
		56		MOYNE	60.6	P	No Office
	58	17		SIXTEEN	67.6	P	No Office
	105	12		FRANCIS	75.6	P	No Office
		32		NATHAN 2 1	79.5	P	No Office
	94	14		MAUDLOW	81.6	P	No Office
	61			DEER PARK	87.3	P	No Office
	106	8		CARDINAL	93.1	P	No Office
		8		LOMBARD	94.6	Р	No Office
	106	7		EUSTIS 8.5	105.4	P	No Office
		Yard	FO	THREE FORKS	113.9	BJKOP QRTWY	Continuous

Trains must not exceed maximum speed of 50 miles per hour.

ABS is in use between Harlowton and Three Forks.

Mountain grade extends from west switch Bruno to 2700 Feet East of Industry Track Switch at Loweth.

ROCKY MOUNTAIN DIVN-THIRD SUBDIVN

۵	Capa in C	acity Cars	alls		ē		Train Order
— WESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Three Forks	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
WE		Yard	FO	THREE FORKS	0.0	BJKOP QRTWY	Continuous
1	60			WILLOW CREEK	6.5	P	No Office
¥	108	16		SAPPINGTON (B. N. Crossing)	12.9	AP	No Office
•	107	36		JEFFERSON ISLAND	24.6	P	No Office
	105	Yard		9.9 (B. N. Crossing) PIEDMONT -5.5	34.5	APQY	No Office
	60			VENDOME	40.0	P	No Office
	110	21		CEDRIC	43.7	P	No Office
	70	16		GRACE	48.6	P	No Office
	97	26		DONALD	55.2	P	No Office
	74	5		JANNEY	61.9	P	No Office
	104			NEWCOMB	65.5	P	No Office
	69	Yard	GS	BUTTE YARD	70.1	BKOPQY	Continuous
		5		BUTTE	71.2	TY	No Office
	157	15		ALLOY	73.7	PY	No Office
				ROCKER (B. A. & P. Crossing)	75.3		No Office
				(U. P. Crossing)	78.0	. A	No Office
				SILVER BOW	78.6	P	No Office
	104	52		DAWSON	80.2	P	No Office
	83			FINLEN	86.0	P	No Office
	58			MOREL 9.2	95.1	P	No Office
	86	13		(B. N. Crossing) SINCLAIR 7.8	104.3	AP	No Office
	-4	Yard	DG	DEER LODGE	112.1	BFKOP QRTWYZ	Continuous

Trains must not exceed maximum speed of 50 miles per hour.

ABS is in use between Three Forks and Deer Lodge.

Mountain grade extends from west switch Piedmont to east switch Newcomb.

ROCKY MOUNTAIN DIVN-FOURTH SUBDIVN

٥		acity Cars	slle		ē		Train Order
STWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Deer Lodge	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		Yard	DG	DEER LODGE	0.0	BFKOP QRTWYZ	Continuous
ı	76	14		KOHRS	5.1	P	No Office
V	103	12		GARRISON	11.0	P	No Office
٧	76	15		GOLD CREEK	18.6	P	No Office
	76	13		HASKELL	24.3	P	No Office
	76	14	DX	(B. N. Crossing) DRUMMOND 5.3	30.7	AP	No Office
	77			OZAN	36.0	P	No Office
	109	15		BEARMOUTH	41.2	P	No Office
	78	17		RAVENNA	51.3	P	No Office
	104			IRIS	57.2	P	No Office
	76	12		CLINTON	63.3	P	No Office
	128	31		BONNER JCT.	73.2	JPTY	No Office
		Yard	Q	MISSOULA	79.5	BKOPQYZ	7:00AM to 4:00PM 11:00PM to 7:00AM Except Sat. & Sun
	76	14		PRIMROSE	89.0	P	No Office
		88		SCHILLING	91.8	P	No Office
	111	37		FRENCHTOWN	97.1	P	No Office
				(B. N. Crossing) HUSON -5.4	100.4	AP	No Office
	76	13		SOUDAN	105.8	P	No Office
		Yard	ON	ALBERTON	110.8	BKOPQ RWY	Continuous

ABS is in use between Deer Lodge and Alberton.

Rule 83(B) does not apply at Bonner Jct.

ROCKY MOUNTAIN DIVN-SIXTH SUBDIVN

WESTWARD	Capacity in Cars		Calls		mo	See	Train Order Office Hours
	Sidings	Other Tracks	Telegraph	STATIONS	Distance from Bonner Jet.	Rule 6-A	Also See Page 16 For Other Assigned Hours
1	128	31		BONNER JCT.	0.0	JPTY	No Office
	10	44		BONNER 10.5	1.3	Y	No Office
1	7			McNAMARA	11.8		No Office
١	36			SUNSET	25.8		No Office
	14			CLEARWATER	34.8		No Office
				BEAR CREEK	35.8		No Office

Trains must not exceed maximum speed of 30 miles per hour.

When handling logs, 20 miles per hour; and 15 miles per hour over bridge DD-302, three-fourths mile east of Bonner.

Rule 83(B) does not apply at Bonner Jct. and Bear Creek.

4

ROCKY MOUNTAIN DIVN-FIFTH SUBDIVN

	Capacity in Cars	alls		E		Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Alberton	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	ON	ALBERTON	0.0	BKOPQ RWY	Continuous
76	14		CYR 8.5	6.5	P	No Office
112	10		TARKIO	15.0	P	No Office
75	16		COBDEN 8.2	22.7	P	No Office
75	18		SUPERIOR	30.9	P	No Office
92	48	G	ST. REGIS	43.3	JOPTWY	8:00AM to 4:00PM
69			FORAKER	48.3	P	No Office
64	33		DREXEL	52.9	P	No Office
75	16		HENDERSON	57.2	P	No Office
101	Yard	HU	HAUGAN	62.4	JOPQ TWY	8:00AM to 5:00PM Except Sat. & Sun
47	12		SALTESE	68.1	P	No Office
109	7		BRYSON	71.7	P	No Office
98	18		EAST PORTAL	76.5	PQW	No Office
47			ROLAND	78.5	P	No Office
28	21		ADAIR	83.3	P	No Office
100	4		FALCON	87.9	P	No Office
23	8		KYLE 3.5	93.1	P	No Office
61			STETSON	96.6	P	No Office
	Yard	NF	AVERY	100.3	BFKOP QRTWY	Continuous

Trains must not exceed maximum speed of 50 miles per hour.

ABS is in use between Alberton and Avery.

Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

ROCKY MOUNTAIN DIVN-EIGHTH SUBDIVN

RD	Capacity in Cars		ars		Springs		Train Order	6
WESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Bozeman Hot	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	EACTWADD
Y				BOZEMAN HOT SPRINGS	0.0	JPT	No Office	
7		31		GALLATIN GATEWAY	4.8		No Office	1

Trains must not exceed maximum speed of 25 miles per hour.

Trains handling pulpwood loaded above top of car must not exceed 15 miles per hour.

Rule 83(B) does not apply at Bozeman Hot Springs and Gallatin Gateway.

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN-SEVENTH SUBDIVN

	Cars	Calls		8		Train Order
Sidings	Other Tracks	Telegraph C	STATIONS	Distance from Three Forks	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	FO	THREE FORKS	0.0	BJKOP QRTWY	Continuous
	7		LOGAN	6.3		No Office
	23		MANHATTAN (B. N. Crossing)	11.5	PU	No Office
	18		HOLLAND	20.4		No Office
	10		GREENWOOD	25.5		No Office
	15		BOZEMAN HOT SPRINGS	27.0	JPT	No Office
	8		MATTHEWS	33.1		No Office
	14		PATTERSON	34.7	Y	No Office
	Yard	BN	BOZEMAN	38.4	JOPR TYZ	7:00AM to 4:00PM Except Sat. & Sun.

Trains must not exceed maximum speed of 20 miles per hour between Three Forks and Bozeman Hot Springs, 25 miles per hour between Bozeman Hot Springs and Bozeman. Trains handling pulpwood loaded above top of car or poles must not exceed 15 miles per hour eastbound between one-half mile west of MP 7 (bridge CC-612) one and one-half miles west of west switch Logan to highway crossing one-half mile west of MP 4 about one and one-half miles east of Logan.

At Three Forks, the normal position of the switch at the south leg of the wye is for the west leg and the normal position of the switches at the east and west legs of the wye is for the siding.

At Bozeman Hot Springs, the normal position of the switch at the east leg of the wye is for movement on the Seventh Subdivn between Three Forks and Bozeman.

Rule 83(B) does not apply at Bozeman when operator is not on duty.

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN-NINTH SUBDIVN

9		cars	Calls		from		Train Order
ESIWARD	Sidings	Other Tracks	Telegraph (STATIONS	Distance fro Bozeman	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
		Yard	BN	BOZEMAN (B. N. Crossing1.8)	0.0	JOPR TUYZ	7:00AM to 4:00PM Except Sat. & Sun.
		21		SPRINGHILL	12.2		No Office
1		4		EDILOU	17.7		No Office
		8		ACCOLA	22.8		No Office
		21		MENARD	24.7	Т	No Office

Trains must not exceed maximum speed of 15 miles per hour.

Rule 83(B) does not apply at Menard and does not apply at Bozeman when operator is not on duty.

Special Instruction X-14 applies.

WESTWARD			KO	CKI	MOI	MIAIN DIVIN	-I EIN I	L 20Pr	אועוע		MANA	ט ט
	Second Class	Caj	pacity Cars			1761				Third Class		
	163		-				-	San	Train Order	164		
	Freight			aph Calls	Distance from Harlowtown	STATIONS	ce from own Yard	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	Freight		
	Daily Except Saturday	Sidings	Other Tracks	Telegraph	Distan		Distance Lewistown			Daily Except Saturday		
	1:00PM		Yard	ну	0.0	HARLOWTON	61.3	BFJKOP QRTWYZ	Continuous	A 11:10PM		
	1:30		17		14.6	OKA	46.7	P	No Office	10:40		
	1:45		26		22.0	JUDITH GAP	39.3	PTY	No Office	10:25		
	2:00		60		26.7	GARNEILL	34.6	P	No Office	10:10		
	2:10		9		30.7	McCLAVE	30.6	P	No Office	10:00		
	2:20		27		34.1	STRAW	27.2	P	No Office	9:50		
	0.20		6		39.1	5.0————————————————————————————————————	22 2	р	No Office	9:40		

POCKY MOUNTAIN DIVIN_TENTH SURDIVIN

Trains must not exceed maximum speed of 45 miles per hour.

MOORE

GLENGARRY

LEWISTOWN YARD

17.2

7.5

0.0

OP

RTWYZ

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed 10 miles per hour over the two public highway crossings within yard limits at Harlowton, both located near the flour mills.

70

20

Yard

MO 44.1

53.8.

Rule 83(B) does not apply at Lewistown Yard.

2:40

2:55

A 3:10PM

VA/ECT/A/ A DID

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Tenth Subdivn to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Thirteenth Subdivn.

7:45AM to 4:45PM

Except Sat. & Sur

No Office

No Office

9:30

9:15

9:00PM

FASTWARD 5

ROCKY MOUNTAIN DIVN-ELEVENTH SUBDIVN

ROCKY MOUNTAIN DIVN-TWELFTH SUBDIVN

								_								
2	Caj in	cars	alls		from n Yard	-	Train Order	Q	٥	Car in	acity Cars	Calls		om od Jet.		Train Order Office Hours Also See Page 16
ESTWAR	Sidings	Other Tracks	Telegraph C	STATIONS	Distance fro	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	≥	STWARD	Sidings	Other Tracks	Telegraph C	STATIONS	Distance from Roy-Winifred	See Rule 6-A	For Other Assigned Hours
¥		35		GRASS RANGE	34.6		No Office	E	WEST				ROY-WINIFRED JCT.	0.0	JPY	No Office
ı		20		BECKET	28.1		No Office	A	1		17		BROOKS	9.6		No Office
L		15		FOREST GROVE	19.9		No Office	不	L		29		HILGER	15.7		No Office
V		4		PIPER	14.0		No Office	П	IV				ROY JUNCTION	20.3	Т	No Office
٠		23		HEATH	9.2	Y	No Office				7		MOULTON	25.5		No Office
		19		DUNLAP	7.3	Y	No Office				18		SUFFOLK	35.5		No Office
		Yard		LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office				26		WINIFRED	42.7	Т	No Office

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Heath, 25 miles per hour between Heath and Piper, 35 miles per hour between Piper and Grass Range.

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown and must not exceed 8 miles per hour through Lewistown

Rule 83(B) does not apply at Lewistown Yard and Grass Range.

Special Instruction X-14 applies.

Trains must not exceed maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Roy-Winifred Jct. and Winifred.

Special Instruction X-14 applies.

6 V	WESTWARI	D		ROCH	(Y	MOU	INTAIN DIVN-TH	HIRTE	ENTH S	SUBDIV		EASTWARD
	SECONE	CLASS	Car	pacity							SECOND	CLASS
	195	B. N. Freight Mon., Wed. & Fri. only	hi	Cars		٦				Train Order	240	196
	Freight	B. N. Freight	90,	99	raph Calls	Distance from Lewistown Yard	STATIONS	Distance from Falls Yard	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	B. N. Freight	Freight
	Daily Except Saturday	Mon., Wed. & Fri. only	Sidings	Other Tracks	Telegraph	Distar Lewist		Distar Falls			Mon., Wed. & Fri. Only	Daily Except Saturday
	6:00PM			Yard		0.0	LEWISTOWN YARD	134.5	BFJKOP RTWYZ	No Office		A 4:05PM
	6:05	7:1 OAM		Yard	DI	1.3	LEWISTOWN	133.2	JOPTYZ	7:00AM to 4:00PM Except Sat. & Sun.	A 5:25AM	4:00
						2.8	ROY-WINIFRED JCT.	131.7	JPY	No Office		
	6:30	7:25	41	62		9.3	HANOVER	125.2	P	No Office	5:05	3:42
	6:40	A 7:30AM				10.3	SPRING CREEK JCT.	124.2	JPR	No Office	5:01AM	3:37
	6:50			36		13.3	AMHERST	121.2	P	No Office		3:27
	7:00			17		16.4	WARE	118.1	P	No Office		3:17
	7:10			50		19.9	DANVERS	114.6	P	No Office		3:10
	7:30			20		28.2	HOOSAC	106.3	P	No Office		2:50
	7:50			85	DN	34.6	DENTON	99.9	0	7:45AM to 4:45PM Except Sat. & Sun.		2:32
	8:08			38		41.0	COFFEE CREEK	93.5	P	No Office		2:14
	8:26			56		45.5	ARROW CREEK	89.0	P	No Office		1:49
	9:05		41	20		56.6	POWNAL 12.1	77.9	PT	No Office		1:30
	9:50			74	SB	68.7	SQUARE BUTTE	65.8	P	No Office		1:05
	10:15			77	GE 4	75.7	GERALDINE	58.8	P	7:45AM to 4:45PM Except Sat. & Sun.		12:45
	10:45			57		87.5	MONTAGUE	47.0	P	No Office		12:22
	11:15	^		39		95.5	SHONKIN	39.0		No Office		12:07PM
	11:50		36	27	HD	107.4	HIGHWOOD	27.1	OP	7:45AM to 4:45PM Except Sat. & Sun.		11:45
	12:10AM			48		114.8	WALTHAM	19.7	P	No Office		11:31
	12:40			36		125.1	SALEM	9.4		No Office		11:12
	A 1:10AM			Yard	FD	134.5	9.4 FALLS YARD	0.0	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.		10:45AM

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Waltham, 10 miles per hour between Waltham and M.P. 183 and 35 miles per hour between M.P. 183 and Falls yard.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

At Spring Creek Jct., the normal position of the junction switch is for the C. M. St. P. & P. track.

At Lewistown, the normal position of the junction switch with the BN Ry. is for the C.M. St. P. & P. track.

Lewistown and Spring Creek Jct. are register stations for BN trains only.

Spring Creek Jct. is Register Station for No. 195 Monday, Wednesday and Friday.

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Tenth Subdivn to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Thirteenth Subdivn.

BN trains will enter and leave C. M. St. P. & P. track at switch just west of Main St. crossing, west of depot, Lewistown.

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown.

Rule 83(B) does not apply at Roy-Winifred Jct., Spring Creek Jct. and Lewistown Yard. Trains starting at Lewistown Yard must obtain clearance at Lewistown when operator is on duty.

WESTWARD		R	OCKY	M	OUNT	TAIN DIVN-FO	URTE	ENTH S	UBDIVN	E	ASTWA	RD 7
	Second Class	Сар	acity Cars						1	Third Class		
	373		Cars						Train Order Office Hours	374		
	B. N. Freight			Telegraph Calls	Distance from Falls Yard	STATIONS	Distance from Agawam	See Rule 6-A	Also See Page 16 For Other Assigned Hours	B. N. Freight		
	Mon., Wed. & Fri. only	Sidings	Other Tracks	Telegr	Distan Falls Y		Distan			Mon., Wed. & Fri. Only		
			Yard	FD	0.0	FALLS YARD	69.6	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.			
				_	3.4	DEPOT SWITCH	66.2	JPY	No Office			
						GREAT FALLS						
					3.9	(B. N. Crossing)	65.7	UY	No Office			
					7.2	EMERSON JCT.	62.4	JPR	No Office		à	
					15.5	VAUGHN	54.1					
					21.2	DRACUT JCT.	48.4	JPR	No Office			
			19		28.5	ASHUELOT	41.1	P	No Office			
			58	FR	38.5	FAIRFIELD	31.1	OP	10:15AM to 12:01PM 1:00PM to 3:00PM Except Sat. & Sun.			
	9:14M	7777			48.7	EASTHAM JCT.	20.9	JPR	No Office	A 12:30PM		
	A 9:33AM				55.6	CHOTEAU JCT.	14.0	JPR	No Office	12:10PM		
			49	CU	56.2	CHOTEAU	13.4	OPR	7:45AM to 9:45AM 3:30PM to 4:45PM Except Sat. & Sun.			
					57.1	(B. N. Crossing)	12.5	U	No Office			
			23		62.1	FARMINGTON	7.5		No Office			
			27		69.6	AGAWAM	0.0	Т	No Office			

Trains must not exceed maximum speed of 25 miles per hour.

This time-table confers no authority between Emerson Jct. and Dracut Jct.; B. N. Ry time-table governs.

Trains cannot meet at Dracut Jct. and Choteau Jct.

At Eastham Jct. the normal position of the junction switch is for C. M. St. P. & P.

At Depot Switch the normal position of the junction switch is for C. M. St. P. & P. track.

At Choteau Jct. the normal position of the junction switch is for the C. M. St. P. & P. track.

At Emerson Jct. and Dracut Jct., the normal position of the junction switch is for

Rule 83(B) does not apply at Emerson Jct., Dracut Jct., Eastham Jct., Choteau Jct. and Agawam and does not apply at Falls Yard and Choteau when operators are not on duty.

	Cars	Calls		mo		Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Avery	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	NF	AVERY	0.0	BFKOPQ RTWY	Continuous
	53		ETHELTON 8.5	5.3	P	No Office
100	12		POCONO	13.8	P	No Office
106	22		CALDER 10.9	22.4	P	No Office
103	15		ST. JOE	33.3	P	No Office
	52		OMEGA	39.9	P	No Office
133	Yard	СВ	ST. MARIES	45.4	BFJKO PQRTWYZ	Continuous Except Sat. & Sun
	94		RAMSDELL	51.3	P	No Office
128	10		PEDEE	57.2	P	No Office
121	75	WJ	PLUMMER	64.4	JKOPQTY	Continuous
51			MOWRY	72.0	P	No Office
91	23		7 2 8.1	80.1	P	No Office
	21		SEABURY 5.9	87.3	P	No Office
90			PANDORA	93.2	P	No Office
	60		ROSALIA	99.7	P	No Office
	26		SQUAW CANYON	105.2	P	No Office
	Vest		3.6		вкор	

Trains must not exceed a maximum speed of 45 miles per hour between Avery and Plummer and 40 miles per hour between Plummer and Malden.

108.8 QRTWY

ABS is in use between Avery and a point 2902 feet west of Sorrento tunnel No. 41.

MALDEN

St. Maries is a register station only for trains starting and terminating at

COAST DIVN-THIRD SUBDIVN

	pacity Cars	alls		-		m
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Malden	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Yard	М	MALDEN 3 6	-0.0	BKOP QRTWY	Continuous
	26		PINE CITY	3.6	P	No Office
50			KENOVA	5.6	P	No Office
93			LAVISTA	17.0	P	No Office
	32		EWAN	19.2	PW	No Office
)1	28		REVERE	29.6	P	No Office
51			PAXTON 10.3	33.7	P	No Office
72	31	RA	MARENGO	44.0	JOPQTWY	7:00AM to 4:00PM Except Sat. & Sun.
51			HILLCREST	49.9	P	No Office
2	29		RALSTON	53.5	P	No Office
	21		PIZARRO	58.5	P	No Office
	51		VASSAR	63.3	P	No Office
0	28	NE	LIND	68.0	PQ	No Office
	55		SERVIA	76.0	P	No Office
0	22		ROXBORO	80.9	P	No Office
3	43	wx	WARDEN	90.6	JOPT	7:00AM to 4:00PM Except Sat. & Sun.
	Yard	so	OTHELLO	103.4	BFK0 PQRTWY	Continuous

Trains must not exceed a maximum speed of 40 miles per hour between Malden and Marengo and 50 miles per hour between Marengo and Othello.

ABS is in use between Marengo and Othello. At Warden, at east end of siding, the normal position of the west wye switch is for movement from the siding to the west leg of the wye.

WESTWARD

COAST DIVN—SECOND SUBDIVN

EASTWARD

Third Class	Second Class	Ca in	pacity Cars							Seco Clas	
387 UP	63			ph Calls	e from	STATIONS	Distance from East Spokane	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other	64	388 UP
Freight	Freight	Sidings	Other Tracks	Telegraph	Distance Plummer		tance it Sp		Assigned Hours	Freight	Freight
Daily	Daily	Sign	PE	Tel	Dis		Dis			Daily	Daily
8:45M	8:304			WJ	0.0	PLUMMER	37.1	JKOPQRTY	Continuous	A 3:45AM A	2:10AM
	8:40		24	WY	6.4	WORLEY	30.7	P	No Office	3:30	
9:03	8:45	76			7.8	MOZART	29.3	P	No Office	3:25	1:55
			19		13.1	SETTERS	24.0	P	No Office		
9:15	9:05		34		15.5	SAXBY	21.6	P	No Office	3:10	1:42
A 9:25AM	A 9:15AM	53	8	MU	19.8	MANITO	17.3	JPTY	No Office	3:00AM	1:30AM
				SP	35.0	DISHMAN	2.1	OP			
	A 10:00AM		Yard		37.1	EAST SPOKANE	0.0	BFPQR	WHEE	2:004	
						B. N. CROSSING			Via U. P. R. R.		

Trains must not exceed a maximum speed of 50 miles per hour between Plummer and M.P. 1842 and 40 miles per hour between M.P. 1842 and Manito.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Manito and Plummer.

Rule 83(B) does not apply at Manito.

This time-table confers no authority between Manito and B. N. Crossing. Union Pacific R.R. time table governs.

Time of Trains No. 387 and No. 388 applies at U.P. connection on Second subdivision. U.P. connection switch is located in front of depot at Plummer.

COAST DIVN-FOURTH SUBDIVN

9		acity Cars	alls		E		Train Order
WESTWAKD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Othello	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
X		Yard	so	OTHELLO	0.0	BFKO PQRTWY	Continuous
ı	75	9		TAUNTON	9.2	P	No Office
	51	11		CORFU	15.0	P	No Office
•		9		ROYAL CITY JCT.	21.6	JP	No Office
	92	7		5MYRNA	24.7	P	No Office
	94	Yard	BV	BEVERLY	37.8	ОРТҮ	12:01AM to 9:01AM Daily
				BEVERLY JCT.	38.8	JPY	No Office
	94			DORIS	44.0	P	No Office
	51	2		RYE	49.6	P	No Office
	86	16		BOYLSTON	56.6	P	No Office
	94	73	KY	KITTITAS	67.2	OPTW	12:01AM to 8:01AM Daily
	76	27		ELLENSBURG	73.6	P	No Office
	51	23		THORP	80.5	P	No Office
	90	4		HORLICK	88.9	P	No Office
		Yard	СМ	CLE ELUM	98.9	BKOPQ RWY	Continuous

Trains must not exceed a maximum speed of 50 miles per hour.

ABS is in use between Othello and Cle Elum.

Mountain grade extends from Beverly Jct. to East switch at Kittitas.

Rule 83(B) does not apply at Royal City Jct. and Beverly Jct.

At Beverly Jct. the normal position of junction switch is for the Fourth Subdivision.

COAST DIVN-EIGHTEENTH SUBDIVN

2		acity Cars	Calls		E		Train Order	9
WESIWARD	Sidings	Other Tracks	Telegraph C	STATIONS	Distance from Beverly Jct.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD
				BEVERLY JCT.	0.0	JPY	No Office	EA
		19		LEVERING	4.0		No Office	
1		10		PRIEST RAPIDS	14.4	PY	No Office	1
				HANFORD	20.8	Y	No Office	ı
		4		HANFORD YARD	24.3	PTY		

Trains must not exceed a maximum speed of 30 miles per hour, except from one mile west of Levering to 4 miles west of Priest Rapids 20 miles per hour.

Rule 83(B) does not apply at Hanford and Beverly Jct.

COAST DIVN-FIFTH SUBDIVN

		acity Cars	alls		ше		Train Order
	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Cle Elum	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
		Yard	СМ	CLE ELUM	0.0	BKOPQ RWY	Continuous
	87	26		EASTON 17.4	11.6	PT	No Office
1	98	64		HYAK	29.0	PY	No Office
	58			BANDERA	36.7	P	No Office
	48	10		GARCIA	42.0	P	No Office
-	83	18		RAGNAR	46.5	P	No Office
1	112	310	MY	CEDAR FALLS	50.8	BFJKOP QTWYZ	Continuous Except Sunday
1				BAGLEY JCT.	54.8	JP	No Office
	95			TRUDE	59.5	P	No Office
		12	MV	MAPLE VALLEY	67.8	JOPRY	Continuous
			RN	(B. N. Crossing) RENTON 2.4	78.1	AJOP	
		Yard	ві	BLACK RIVER (U. P. Crossing)	80.5	IJOPQRTY	
	92	361		VAN ASSELT	84.8	P	Via B. N. R. R.
				ARGO (U. P. Crossing) (B. N. Crossing)	86.5	IOP	
-				SPOKANE STREET TOWER	88.2	10	Via B. N. R. R.
1				STACY STREET YARD	88.9	BFPQXZ	
		Yard	ow	SEATTLE	89.9	P	Via U. P. R. R.

Trains must not exceed a maximum speed of 50 miles per hour.

ABS is in use between Cle Elum and Maple Valley.

Mountain grade extends from Cedar Falls depot to one mile west of Hyak.

Rule 83(B) does not apply at Bagley Jct.

This time-table confers no authority between Maple Valley and Seattle. Between Maple Valley and Spokane St. tower, Burlington Northern time-table governs. Between Argo and Union Passenger Station Seattle, Union Pacific R.R. time-table governs.

COAST DIVN-NINETEENTH SUBDIVN

Cap	Cars	Calls		Jet.		Train Order
Sidings	Other Tracks	Telegraph C	STATIONS	Distance from Royal City Jet.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	8		ROYAL CITY JCT.	0.0	JP	No Office
	17		ROYAL CITY	5.1		No Office

Trains must not exceed a maximum speed of 20 miles per hour.

Rule 83(B) does not apply at Royal City Jct. or Royal City.

10 WESTWARD				C	DAST DIV	N-SIXTH	SUBDIVN			
						SECOND	CLASS			
			Car in	oacity Cars	81	93	83			
STATIONS	Distance from Seattle	Telegraph Calls	Sidings	Other Tracks	Freight	Freight	Freight			
	Seg. Di	Te	Sig	100 F	Daily	Daily	Daily			
SEATTLE	0.0	ow								
STACY ST. YARD	0.0			Yard						
SPOKANE ST. TOWER	0.7									
ARGO (U. P. Crossing) (B. N. Crossing)	3.4									
VAN ASSELT	5.1		92	361						
BLACK RIVER (B. N. Crossing)	9.4	ві		Yard	1:55AM	1:15PM	9:00PM			
ANDOVER	11.6		38		1:58	1:20	9:03			
KENT	16.3	К	55	Yard	2:07	82 1:40	9:12			
WEST SIDING	18.1		64	Yard						
AUBURN	21.3	BR	74	77	84 2:21	1:55	9:21			
BENROY	25.9		54		2:29	2:10	9:29			
SUMNER	28.4	UX	75	33	2:35	2:30	9:35			
PUYALLUP	30.1		50	16	2:40	2:35	9:40			
TACOMA JCT. (East End Double Track)	35.6	JN		65	A 2:55AM A	2:45PM A	9:55PM			
(B. N. & U. P. Crossing)	37.1									
TACOMA	37.6	MA								
(West End Double Track) TIDE FLATS YARD	37.6			Yard						

Trains must not exceed a maximum speed of 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Black River and Tacoma Jct.

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. Tower Burlington Northern R.R. time-table governs. Between Argo and Union Passenger Station Seattle, Union Pacific R.R. time-table governs.

Double track is in use between Tacoma Jct. and Tide Flats Yard. Maximum speed must not exceed $15\ \text{MPH}.$

At Tacoma Jct. the normal position of junction switch is for the Seventh Subdivn.

The following tracks are wired: 1 and 8 Van Asselt.

At Auburn, an auxiliary siding with a capacity of 48 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

36.4			COAST D	IVN—SIXTI	H SUBDI	VN	EASTWARD	11
					SECOND	CLASS		
			Train Order	84	94	82		
STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	Freight	Freight	Freight		
	Dista			Daily	Daily	Daily		
SEATTLE	37.6	P	Via U. P. R. R.			,		
STACY ST. YARD	36.6	BFPQYZ						
SPOKANE ST. TOWER	35.9	IO	Via B. N. R. R.					
1.7- ARGO (U. P. Crossing) (B. N. Crossing)	34.2	IOP	Via B. N. R. R.					
VAN ASSELT	32.5	P						
BLACK RIVER (B. N. Crossing)	28.2	IJOPQRTY	Continuous	A 2:45AM	11:20AM	1:55PM		
ANDOVER	26.0	PY	No Office	2:42	11:15	1:50		
4.7- KENT	21.3	OPQY	Continuous	2:31	11:05	93 1: 40	100	
WEST SIDING	19.5	PY	No Office					
AUBURN 4.6	16.3	OPY	7:00AM to 6:00PM Except Sat. & Sun.	81 2:21	10:30	1:30		
BENROY	11.7	P	No Office	2:10	10:05	1:20		
SUMNER	9.2	OPY	7:00AM to 10:00PM Except Sat. & Sun.	2:03	10:00	1:14		
PUYALLUP	7.5	P	No Office	1:58	9:10	1:10		
TACOMA JCT. (East End Double Track)	2.0	JOPRY	Continuous	1:45AM	8:55AM	1:00PM		
(B. N. & U. P. Crossing)	0.5	MPY	No Office					
TACOMA	0.0	PQY	No Office					
(West End Double Track) TIDE FLATS YARD	0.0	BFKPQRT WYZ	No Office					

Trains must not exceed a maximum speed of 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER WHISTLE SIGNALS:

BURLINGTON NORTHERN — BLACK RIVER

Trains approaching interlocking, desiring to use main track to Tacoma or Seattle will give one long sound of the whistle. Trains desiring to use wye, will give four long sounds of the whistle.

Rule 83(B) does not apply at Tacoma and Tide Flats Yard. Eastward trains will obtain Clearance at Tacoma Jct.

12	WESTWARD			С	OAST	DIVN-SEVENT	H SU	IBDIVN		EASTWARD
		Cap	pacity Cars						Train Order	
		Sidings	Other Tracks	Telegraph Calls	Distance from Tacoma Jet.	STATIONS	Distance from Brooklyn Yd.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	
			65	JN	0.0	TACOMA JCT.	160.1	JOPRY	Continuous	
			201		5.3	HILLSDALE	154.8	Y	No Office	
		101			9.0	ALLISON	151.1	P	No Office	
			30		13.2	FREDERICKSON	146.9	JPRTY	No Office	
		58			21.2	GREENDALE	138.9		No Office	
			18		29.0	McKENNA	131.1		No Office	
			29		36.6	RAINIER	123.5		No Office	
			73		42.1	SKOOKUMCHUCK	118.0		No Office	
				JC	43.2	WESTERN JCT.	116.9	JOPQ	7:00AM to 4:00PM Except Sat. & Sun.	
			26		44.4	OFFUTT LAKE	115.7		No Office	
		26	27		50.4	MAYTOWN 7.4	109.7	JY	No Office	
		42			57.8	ESSEX 5.0	102.3		No Office	
	*				62.8	(B. N. Crossing) (U. P. Crossing) BLAKESLEE JCT.	97.3	AY	No Office	
		34	30		64.1	CENTRALIA	96.0	YZ	No Office	
		45	66	СН	67.8	(3 B. N. Crossings) CHEHALIS	92.3	MOPQRY	Continuous	
				JO	68.8	(B. N. Crossing) CHEHALIS JCT.	91.3	IJMPY	No Office	
					114.6	LONGVIEW			Via BN Ry.	
					111.2	LONGVIEW JCT.	48.9		Via BN Ry.	
					146.6	VANCOUVER	13.5		Via BN Ry.	
					156.1	HOYT STREET YD.	4.0		Via BN Ry.	
						DEPOT YD.			Via Portland Terminal	
					160.1	BROOKLYN YD.	0.0		Via SP Ry.	

Trains must not exceed a maximum speed of 30 miles per hour between Tacoma Jct. and Frederickson, 35 miles per hour between Frederickson and Western Jct., 40 miles per hour between Western Jct. and Chehalis Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Tacoma Jct. and Hillsdale.

This Time Table confers no authority between Chehalis Junction and Brooklyn Yard. Between Chehalis Junction and Hoyt Street Yard, Burlington Northern Time Table governs. From Hoyt Street Yard through Depot Yard, Portland Terminal Rules apply. From Depot Yard to 1500 ft. west of west end of Willamette River Bridge, Union Pacific Time Table governs. From 1500 ft. west of west end of Willamette River Bridge to Brooklyn Yard, Southern Pacific Rules and Time Table governs.

Rule 83(B) does not apply to eastward trains at Chehalis Jct. eastward trains must obtain clearance at Chehalis.

At Frederickson the normal position of junction switch is for the Seventh Subdivn.

Trains will register at Frederickson only when directed by train order.

Rule 83(B) does not apply at Frederickson and Maytown.

At Maytown the normal position of junction switch is for the Seventh Subdivn.

COAST DIVN-EIGHTH SUBDIVN

Cap	Cars	alls		g .		Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Bellingham	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	вм	BELLINGHAM (4 B. N. Crossings)	0.0	BFKMO PRTYZ	8:00AM to 5:00PM
			SOUTH BELLINGHAM	1.8		VIA
			SAMISH	11.4		
			3.8- BOW -7.3-	15.2		BN
			BURLINGTON	22.5		
			MVB STATION	25.0		RY
			MT. VERNON	26.4		
			STANWOOD	38.8		
			ENGLISH	48.4		
			KRUSE JCT.	52.0		
			MARYSVILLE	55.4		
		WY	DELTA JCT.	58.0		
			ROGER	58.4		
			MILWAUKEE JCT.	59.2		
			G. N. JCT.	59.8		
			SEALINE JCT.	61.0		
			EVERETT	61.1		
	Yard		BELT YARD	62.2	JYZ	
			LOWELL JCT.	62.5	JYZ	
			SNOHOMISH	68.0		
			BROMART	69.1		
			MALTBY 6.0	76.5		
		CJ	WOODINVILLE	82.5		
		KR	KIRKLAND	90.0		
			BELLEVUE 0.9	94.3		
			WILBURTON	95.2		
			QUENDALL	100.8		
			SCOPA	102.7		
		RT	RENTON 2.4	104.9		
	Yard	ві	BLACK RIVER (B. N. Crossing)	107_3	IJOPQ RTY	

THIS TIME TABLE CONFERS NO AUTHORITY BETWEEN BELLINGHAM AND BLACK RIVER. BURLINGTON NORTHERN TIME TABLE GOVERNS.

COAST DIVN-SIXTEENTH SUBDIVN

13

		Cars	Calls		from		Train Order
	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance fr Maytown	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
		53		MAYTOWN	0.0	JPRY	No Office
		27		ROCHESTER (B. N. Crossing)	9.4	М	No Office
1				HELSING JCT.	11.3	JR	No Office
				ABERDEEN	53.0	P	Via U. P. Ry.
				HOQUIAM	56.6	P	Via B. N. Ry.

Trains must not exceed a maximum speed of 30 miles per hour.

This time-table confers no authority between Helsing Jct. and Hoquiam. Between Helsing Jct. and Aberdeen, Union Pacific Railroad Co. time-table governs. Between Aberdeen and Hoquiam, Burlington Northern time-table governs.

At Maytown the normal position of junction switch is for the Seventh Subdivn.

At Helsing Jct. the normal position of junction switch is for the Union Pacific Railroad Co. track.

Rule 83(B) does not apply at Maytown and Helsing Jct.

COAST DIVN—SEVENTEENTH SUBDIVN

2		Cars	alls		E		Train Order	9
WESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Chehalis Jct.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	EACTWADD
×				CHEHALIS JCT.	0.0	IJOPY		5
ı				ADNA	4.7			
T				MILLBURN	6.6			1
V				CERES -2.2	10.0			П
				MESKILL PIT	12.2			
				DRYAD	15.8			
				DRYAD JCT.	16.8		Ry.	
				PE ELL	22.3		Via B. N. Ry.	
				PLUVIUS	28.7		Via F	
				FRANCES	35.3			
				LEBAM	38.0			
				HOLCOMB	42.3			
				MENLO	46.5			
				WILLAPA	50.5			
				RAYMOND	53.0	BFKO RTY	8:00AM to 5:00PM Except Sunday	

THIS TIME TABLE CONFERS NO AUTHORITY BETWEEN CHEHALIS JCT.
AND RAYMOND, BURLINGTON NORTHERN TIME TABLE GOVERNS.

	cars Cars	alls		8		Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Bellingham	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	вм	BELLINGHAM (4 B. N. Crossings)	0.0	BFKMO PRTYZ	8:00AM to 5:00PM
	16		CORNWALL	4.0		No Office
	26		WAHL 5.6	11.4		No Office
	15		STRANDELL	17.0		No Office
	30		EVERSON	17.8	Y	No ffiOce
	19		HAMPTON	19.3	JTY	No Office
	13		CLEARBROOK	22.2		No Office
	Yard	su	SUMAS	25.1	OPTY	10:00AM to 7:00PM Except Sat. & Sun.
			(B. N. Crossing)	26.1	U	No Office
	13		HILLTOP	31.9		No Office
	11		COLUMBIA	32.7		No Office
			LIMESTONE JCT.	33.4	т	No Office

Trains must not exceed a maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Limestone Jct. and Hampton.

COAST DIVN-ELEVENTH SUBDIVN

	Capacity in Cars		alls		E		Train Order
	Sidings	Other Tracks	Telegraph C	STATIONS	Distance from Hampton	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
,		21		HAMPTON	0.0	JT	No Office
		Yard	LY	LYNDEN	5.4	0	8:00AM to 5:00PM Except Sat. & Sun

Trains must not exceed maximum speed of 20 miles per hour.

Rule 83(B) does not apply at Hampton and does not apply at Lynden when operator not on duty.

COAST DIVN-TENTH SUBDIVN

٥		cars	alls		Е		Train Order
VESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Cedar Falls	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
WE		Yard	MY	CEDAR FALLS	0.0	BFJK OPQR TWYZ	Continuous Except Sunday
\mathbb{N}				TANNER (B. N. Crossing)	5.9	U	No Office
IJ∥ ∀		71		NORTH BEND	8.0	Y	No Office
		87	Q	3.2 SNOQUALMIE FALLS	11.2	Y	8:00AM to 5:00PM Except Sat. & Sun.
		17		TOKUL	12.3		No Office
				FALL CITY	16.9		No Office
		89		CARNATION 8.7	22.3		No Office
		41		DUVALL 5.6	31.0		No Office
		8		HIGH ROCK	36.6		No Office
				MONROE JCT.	40.2	JPY	No Office
			RO	MONROE 6.9	40.5		
-				SNOHOMISH	47.4		
				LOWELL JCT.	53.2	JPY	Via B. N. Ry.
		285		BELT YARD	53.7	JYZ	
				LOWELL JCT.	53.2	JPY	
		Yard	RT	EVERETT	54.6	BFK ORY	1:00PM to 9:00PM Except Sat. & Sun.

Trains must not exceed a maximum speed of 30 miles per hour between Cedar Falls and Snoqualmie Falls and between 2 miles east of Carnation and Monroe Jct., 15 miles per hour between Snoqualmie Falls and 2 miles east of Carnation.

This time-table confers no authority between Monroe Jct. and Everett Burlington Northern time-table governs.

Rule 83(B) does not apply at Monroe Jct. Eastward trains will obtain clearance at Belt Yard.

COAST DIVN-TWELFTH SUBDIVN

9	Car	pacity Cars	alls		ш.		Train Order	٩	٩
WESTWARD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Frederickson	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD	STWARD
WE		56		FREDERICKSON	0.0	JRTY	No Office	EA	WE
1		59		THRIFT	6.6		No Office		1
1		26		TANWAX	9.8		No Office	不	L
V	76			EATONVILLE JUNCTION	20.4	JTY	No Office	1	V
		15		EATONVILLE	21.4	Y	No Office		
	76	16		NEW RELIANCE	28.3	Y	No Office		
		31		ELBE	33.3	P	No Office		-
				PARK JCT.	35.7	JTY	No Office		
		Yard		MINERAL 4 2	39.8	Y	No Office		
		77		DIVIDE	44.0	Y	No Office		
		15		COAL CANYON	51.2		No Office		
		Yard	MN	MORTON	53.3	BKO	8:00AM to 5:00PM Except Sat. & Sun.		

Trains must not exceed a maximum speed of 30 miles per hour.

Rule 83(B) does not apply at Frederickson and Park Jct.

Trains will register at Frederickson only when directed by train order.

At Eatonville Jct. and Park Jct. the normal position of junction switch is for the Twelfth Subdivn.

At Frederickson the normal position of junction switch is for the Seventh Subdivn.

COAST DIVN-FIFTEENTH SUBDIVN

Trains must not exceed a maximum speed of 15 miles per hour between Port Townsend and Discovery Jct., 25 miles per hour between Discovery Jct.

COAST DIVN-FOURTEENTH SUBDIVN

STATIONS

PORT TOWNSEND

DISCOVERY JCT.

BLYN

SEQUIM

CARLSBORG

AGNEW

CRANE

ENNIS CREEK

PORT ANGELES

Rule 83(B) does not apply at Port Townsend.

Capacity in Cars

4

18

34

Yard

and Port Angeles.

15

Train Order Office Hours Also See Page 16 For Other

Assigned Hours

8:00AM to 5:00PM

Except Sat. & Sun.

No Office

8:00AM to 5:00PM

0.0 BOWY

13.5

24.7

31.5

35.1

38.9

BFKO

50.8 RTYZ Except Sunday

9		Cars	alls		E		Train Order
WESIWAKD	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Bagley Jct.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
\$				BAGLEY JCT.	0.0	JPY	No Office
ı		31		SELLECK	2.3		No Office
4				KANASKAT JCT.	5.3	J	No Office
		11		PALMER	7.4		No Office
				BAYNE JCT.	8.6	JY	No Office
		17		BAYNE	8.8	Y	No Office
				CUMERLAND	9.9		No Office
		53		VEAZEY	12.7	P	No Office
		92	CW	ENUMCLAW	16.1	BFO PRTY	8:00AM to 5:00PM Except Sat. & Sun.

Trains must not exceed a maximum speed of 15 miles per hour between Bagley Jct. and Bayne Jct. and 25 miles per hour between Bayne Jct. and Enumclaw.

Rule 83(B) does not apply at Bagley Jct., Kanaskat Jct. or Bayne Jct.

A derail is located 330 ft. west of junction switch at Bagley Jct.

At Bayne Junction the normal position of the junction switch is for the Burlington Northern main track.

COAST DIVN-THIRTEENTH SUBDIVN

	Cap in	Cars	Calls		from		Train Order
	Sidings	Other Tracks	Telegraph C	STATIONS	Distance fro Park Jet.	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
1		30		PARK JCT.	0.0	JTY	No Office
		33		NATIONAL	3.5		No Office

Trains must not exceed a maximum speed of 20 miles per hour.

Rule 83(B) does not apply at Park Jct. or National.

16

COAST DIVN-TWENTIETH SUBDIVN

9		cars	Calls		E Louis See		Train Order	6
WESTWARD	Sidings	Other Tracks	Telegraph (STATIONS	Distance from Warden	Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	EACTIM/ADD
VE			wx	WARDEN 8.2	0.0	JOP RTY	7:00AM to 4:00PM Except Sat. & Sun.	4
		7		TIFLIS	8.2	JPTY	No Office	
		113		5.7- SIELER	13.9	P	No Office	1
		38		McDONALD	15.8	P	No Office	
		20		GOODRICH	19.2		No Office	
		Yard	мо	MOSES LAKE	21.6	OPQTY	7:30AM to 4:30PM Except Sat. & Sun.	

Trains must not exceed a maximum speed of 40 miles per hour between Warden and Tiflis; 35 miles per hour between Tiflis and Moses Lake.

Rule 83(B) does not apply at Moses Lake and Warden when operator not on duty.

COAST DIVN-TWENTY-FIRST SUBDIVN

٥		Cars	alls s		E I		Train Order
VESIWAKE	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Tiffis	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
		24		TIFLIS	0.0	JPTY	No Office
ı		23		RUFF 5.8	8.0		No Office
		25		MOODY	13.8		No Office
		19		BATUM	18.8		No Office
		20		LAUER	22.7		No Office
1		18		SCHOONOVER	29.5		No Office
		17		PACKARD	33.9		No Office
		21		MARCELLUS	38.7	Т	No Office

Trains must not exceed a maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Tiflis or Marcellus.

OFFICE HOURS NOT OTHERWISE SHOWN

SATURDAYS	SUNDAYS	HOLIDAYS	
12:01 PM to 2:01 PM	9:00 AM to 11:59 AM		
12:01 AM to 4:00 PM		7:00 AM to 4:00 PM	
	12:01 AM to 8:01 AM		
	4:01 PM to 12:01 AM		
		8:00 AM to 5:00 PM	
		8:00 AM to 5:00 PM	
		8:00 AM to 5:00 PM	
	12:01 PM to 2:01 PM	12:01 PM to 2:01 PM 9:00 AM to 11:59 AM 12:01 AM to 4:00 PM 12:01 AM to 8:01 AM	12:01 PM to 2:01 PM 9:00 AM to 11:59 AM 12:01 AM to 4:00 PM 7:00 AM to 4:00 PM 12:01 AM to 8:01 AM 4:01 PM to 12:01 AM 8:00 AM to 5:00 PM 8:00 AM to 5:00 PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by bulletin.

Holidays include New Years, Washington's Birthday, Good Friday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas on day set by Proclamation.

WESTWARD CO						OAST DIVN—TWENTY-SECOND SUBDIVN						EASTWARD 17			
	SECOND	CLASS		acity							Second Class	Third Class			
	95	291	ın	Cars						Train Order	292	96			
	B. N. Freight	Freight	Sidings				aph Calls	Distance from Dishman	STATIONS	ce from ne Falls	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	Freight	B. N. Freight	
	Daily Except Sunday	Sun., Tues. & Thurs.		Other	Telegraph	Distan		Distance f			Mon., Wed.	Daily Except Sunday			
		10:30PM		7	SP	0.0	DISHMAN	120.1	JOPTY	Continuous	A 10:15PM				
		10:50		14		5.7	GREENACRES	114.4		No Office	10:00				
	9:30AM	11:05	33	51		11.7	SPOKANE BRIDGE	108.4	PRY	No Office	9:45	A 4:10PM			
	A 9:40AM	11:20	36			15.0	McGUIRES	105.1	JPRY	No Office	9:35	4:01PM			
						16.5	(B. N. & U. P. Crossings)	103.6	U	No Office					
		11:30		47		16.6	GRAND JCT.	103.5	Y	No Office	9:10				
		11:45				23.3	RATHDRUM	96.8		No Office	8:45				
		12:15AM	75	10		37.1	SPIRIT LAKE	83.0	P	No Office	8:00				
		12:35	26			44.7	BLANCHARD	75.4		No Office	7:31				
		1:05	44	77	NR	59.0	NEWPORT 4.5	61.1	OPY	7:00AM to 4:00PM Except Sat. & Sun.	7:00	,			
		1:15				63.5	SULLIVAN	56.6		No Office	6:40				
		1:30	13			71.0	DALKENA 5.2	49.1		No Office	6:20				
		1:45	28	16		76.2	USK	43.9	TY	No Office	6:05				
		1:50		20		78.1	CUSICK	42.0	PY	No Office	5:55				
		2:15	13			88.3	JARED 	31.8		No Office	5:25				
		2:35	7			97.0	BLUESLIDE	23.1		No Office	5:05				
		2:43	13			100.9	LOST CREEK	19.2		No Office	4:55				
		2:55	8			106.6	TIGER	13.5		No Office	4:40				
		3:10	39	8		110.6	10NE 9.5	9.5	P	No Office	4:30				
		A 3:40AM	17	158	MF	120.1	METALINE FALLS	0.0	BKOPRTYZ	8:00AM to 5:00PM Except Sat. & Sun.	4:00PM				

Trains must not exceed a maximum speed of 25 miles per hour between Dishman and McGuires; 30 miles per hour between McGuires and lone; 25 miles per hour between lone and Metaline Falls.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at McGuires and Spokane Bridge.

Burlington Northern trains only will register at Spokane Bridge.

WESTWARD			(COA	ST DI	VN—TWENTY-T	HIRD	SUBDI	/N		EASTWARD	
	Second Class	Cap	oacity Cars							Third Class		
	95		l l					See.	Train Order	96		
	B. N. Freight			10	aph Calls	nce from tires	STATIONS	Distance from Coeur D'Alene	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours	B. N. Freight	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Telegraph	Distance fi McGuires		Distar			Daily Except Sunday		
	9:40AM	36			0.0	McGUIRES	10.4	JPRY	No Office	A 4:01™		
	9:45		44		1.8	POST FALLS	8.6		No Office	3:40		
	10:05		45		6.2	HUETTER	4.2	PYR	No Office	3:20		
	10:15				7.1	ATLAS	3.3	Y	No Office	3:10		
	A 10:30AM		13		8.7	GIBBS	1.7	YZ	No Office	3:00PM		
			20	CD	10.4	COEUR D'ALENE	0.0	BOPRTY	7:00AM to 4:00PM Except Sat. & Sun.			

Trains must not exceed a maximum speed of 25 miles per hour.

Rule 83(B) does not apply at McGuires and Gibbs.

At Huetter BN trains will register their arrival in phone booth at the west end of Diamond National plant.

COAST DIVN-TWENTY-FOURTH DIVN

	pacity Cars	alls		E		Train Order
Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from St. Maries	See Rule 6-A	Office Hours Also See Page 16 For Other Assigned Hours
	Yard	СВ	ST. MARIES	0.0	BFJK OPQR TWYZ	Continuous Except Sat. & Sun.
10			LOTUS	9.4	P	No Office
27	16		ALDER CREEK	11.1		No Office
19			ROVER	13.5		No Office
36			MASHBURN	19.6	P	No Office
32			WAYLAND	21.1		No Office
21	35		TYSON CREEK	25.1		No Office
19	8		FERNWOOD	27.1	P	No Office
27			EMERALD CREEK	31.7		No Office
22	159		CLARKIA	36.9	PY	No Office
23			SHERWIN	44.8		No Office
			PURDUE	50.4	JY	No Office
			PURDUE 2.0 BOVILL			Via W. I. & M. R. R.
26	43	во	BOVILL 8.7	52.4	JOP TWY	8:00AM to 5:00PM Except Sat. & Sun.
9			NEVA	61.1		No Office
15	35		KAMERON	65.1		No Office
11			JERSEY	70.3		No Office
9	72		ELK RIVER	72.2	PTWY	No Office

Trains must not exceed a maximum speed of 25 miles per hour.

This time table confers no authority between Purdue and Bovill. W. I. & M. Ry. time table and rules govern except eastward trains will not be required to obtain Clearance at Bovill when operator is not on duty.

Rule 83(B) does not apply at Purdue and Elk River, and does not apply at Bovill when operator is not on duty.

ROCKY MOUNTAIN DIVISION OFFICERS

H. J. MAHONEY
Assistant Superintendent

M. E. BECKERT Trainmaster

D. C. ROCK

P. M. McLEAN

R. W. COCHRAN Traveling Engineer-Trainmasters

> J. D. GALIHER Chief Dispatcher

A. G. WILSON W. E. BEAULIEU K. L. FINCH

D. G. MICKELSON
D. J. LYONS
D. J. CHISUM

Train Dispatchers

COAST DIVISION OFFICERS

E. J. LYNAM

D. F. GALLIPO

R. B. HEGGE Assistant Superintendents

G. A. McCOLE

W. F. JOHNSON

W. L. MEILLER Trainmasters

C. L. SHAW

W. R. FERRIER

Traveling Engineer-Trainmasters

D. W. PETERSEN Chief Dispatcher

L. H. BAILLY W. A. SMITH R. C. GAYNOR J. M. BURNS D. H. LAHR
J. R. SCAMMON
H. W. FERRIER
D. L. STEINHOFF

J. R. NICHOLS Train Dispatchers

YARD LIMITS AT

- Miles City—Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
- Melstone—Extend from 1520 ft. east of east switch to 6814 ft. west of west switch.
- Harlowton—Extend from 7200 ft. east of east switch of yard to 7200 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth subdiversely.
- Judith Gap—Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
- Lewiston and Lewiston Yard—Extend from 9961 ft. east of east wye switch on Tenth Subdivn to a point 2500 ft. east of east switch at Heath on Eleventh Subdivn and to 1400 ft. west of Roy-Winifred Jct. switch on Twelfth Subdivn and to 4950 ft. west of Roy-Winifred Jct. switch on Thirteenth Subdivn.
- Great Falls—Falls Yard—Extend from 4000 ft. east of switch to Air Port spur on Thirteenth Subdivn to 1151 ft. west of Western Grain Exchange spur switch on Fourteenth Subdivn.
- Three Forks—Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Seventh Subdivn.
- Bozeman-Patterson—Extend from 666 ft, east of east switch Patterson to 1000 ft. west of west switch of Bozeman Mill Track.
- Piedmont—Extend from 4232 ft. east of BN crossing to 6673 ft. west of west switch of siding.
- Butte Yard—Extend from 1000 ft. east of east switch Newcomb to 300 ft. west of the west switch at Dawson.

 Deer Lodge—Extend from 6379 ft. east of east switch to 5280 ft. west of west
- switch of yard.

 Missoula—Extend from Junction switch Bonner Jct. to 6995 ft. west of depot
- Missoula.—Extend from Junction switch Bonner Jct. to 6995 ft. west of depot Missoula.

 Bonner—Extend from 150 ft. west of Bridge DD-302 to 5000 ft. west of west
- Alberton—Extend from 2000 ft. east of east switch of yard to 3755 ft. west
- of west switch of yard.

 St. Regis—Extend from 2349 ft. east of east switch of siding to 2400 ft. west
- of BN junction switch.

 Haugan—Extend from 1950 ft. east of east switch of yard to 3000 ft. west of
- Avery—Extend from 3662 ft. east of east switch of yard to 3659 ft. west of
- west switch of yard.

 St. Maries—Extend from 5089 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on First Subdivn, and to 7500 ft. west
- of west wye switch on Twenty-Fourth Subdivn.

 Plummer—Extend from 4591 ft. east of Junction switch to 2905 ft. west
- of west switch on First Subdivn and to 2084 ft. west of west wye switch on Second Subdivn.

 Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west
- Manito—Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.

 Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction
- switch.

 Clarkia—Extend from 1060 ft. east of east switch to 2000 ft. west of west switch.
- Purdue-Bovill—Extend from 800 ft. east of Purdue to 2279 ft. west of west switch Bovill.
- Elk River-Extend from 3409 ft. east of east switch to end of track.
- Dishman-Spokane Bridge—Extend from Union Pacific R. R. junction switch at Dishman to 3100 feet west of the west switch at Spokane Bridge.
- McGuires-Grand Jct.—Extend from 2004 ft. east of east switch McGuires to 1500 ft. west of west switch Grand Jct. on Twenty-Second Subdivn and to 4342 ft. west of junction switch on Twenty-Third Subdivn.
- Newport—Extend from 3348 ft. east of east switch to 3365 ft. west of west switch.
- Usk-Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.
- Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
- Huetter-Coeur d'Alene—Extend from 2000 ft. east of east switch Huetter to end of tracks at Coeur d'Alene including joint track to Rutledge Mill.
- Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
- Othello—Extend from 6099 ft. east of east switch to 1000 ft. west of west switch of U and I Sugar Co. track.
- Moses Lake-Extend from 2000 ft. east of east wye switch to Airbase.
- Tiflis—Extend from 500 ft. west of west wye switch on Twentieth Subdivn to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Twenty-First Subdivn.
- Warden—Extend from wye switches to 3000 ft. west of industry track switch on Twentieth Subdivn.

- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Fourth Subdivn and 5000 ft. west of junction switch Beverly Jct. on Eighteenth Subdivn.
- Cle Elum-Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.
- Hyak—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.
- Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on Fifth Subdivn and 2900 ft. west of west switch of Log Loading track on Tenth Subdivn.
- Maple Valley—Extend from 3000 ft. east of east switch to Burlington Northern R. R. yard limits.
- Black River—Extend from 1550 ft. west of west switch Andover to Burlington Northern and Union Pacific R. R. yard limts.
- Kent—Extend from 3000 ft. east of east switch to 3000 ft. west of west switch of West Siding.
- Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.
- Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.
- Tacoma-Tacoma Jct.-Hillsdale—Extend from 3500 ft. east of east siding switch at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on Sixth Subdivn and to 1608 ft. west of west switch Hillsdale on Seventh Subdivn.
- Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
- Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.
- North Bend-Extend from east switch to 3500 ft. west of west switch.
- Snoqualmie Falls—Extend 3100 ft. east of east switch to 2692 ft. west of west switch.
- Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.

 Everett-Belt Vard—Extend from Lowell Jct to end of track Everett and
- Everett-Belt Yard—Extend from Lowell Jct. to end of track Everett, and Belt Yard BN Ry. connection to end of track.
- Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on Fourteenth Subdivn.
 Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west
- of Bayne Mine switch.

 Enumclaw—Extend from 1288 ft. east of east wye switch to 2025 ft. west
- of west switch of Burlington Northern siding and to 1300 ft. east of interchange east switch White River Lbr. Co. R. R.

 Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on Twelfth Subdivn and 2672 ft. west of west switch on Seventh Subdivn.
- Seventh Subdivn.

 Eatonville Jct.-Eatonville—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch Eatonville Jct., and to end of track west of
- ft. west of west switch Eatonville Jct., and to end of track west of Eatonville.

 New Reliance—Extend from 1000 ft. east of east switch to 2500 ft. west
- of west switch.

 Mineral—Extend from 6614 ft. east of east switch to 1473 ft. west of west
- switch.

 Divide—Extend from 2500 ft. east of east switch to 3500 ft. west of west
- Morton—Extend from 2578 ft. east of east switch to Kosmos Logging
- Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on Seventh Subdivn, and 3279 ft. west of west switch on
- Blakeslee Jct.-Centralia-Chehalis-Chehalis Jct.—Extend from 512 feet east of BN R. R. crossing at Blakeslee Jct. to end of track on C. C. & C. R. R. at Chehalis Jct.
- Dryad Jct.—Extend from junction switch to 1500 feet west of junction switch. Hilda—Extend from 1500 feet east of east switch to 1500 feet west of
- MacPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of
- west switch.

 Firdale—Extend from 3500 feet west of M.P. 56 to 1000 ft. east of east
- Raymond-Extend from 4230 ft. east of east switch to end of track.
- Port Angeles-Ennis Creek—Extend from 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.
- Port Townsend—Extend from 2500 ft. west of west main track switch, east to end of yard tracks.
- Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.

 Everson-Hampton—Extend from 2000 ft. east of east switch Everson to
- 2008 ft. west of west wye switch Hampton.

 Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of
- Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west west wye switch.

HOSPITALS

Othello____Othello Community Hospital

Ellensburg_____Kittitas Valley Community Hospital

Cle Elum Roslyn Cle Elum Hospital

Everett _____Providence Hospital

Seattle _____Providence Hospital Port Angeles_____Olympic Memorial Hospital Port Townsend _____St. Johns Hospital

Tacoma _____St. Joseph's Hospital

Tacoma ______Doctors' Hospital

Tacoma_____Tacoma General Hospital

Hoquiam _____Hoquiam Hospital

Chehalis St. Helen's Hospital

_St. Marries Hospital

___Samaritan Hospital

MILWAUKEE	HOSPITAL ASSOCIATION	SURGEONS
Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. R. T. Horsfield		
Dr. J. M. Shiach	Oculist	Seattle
Dr. D. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. P. B. Smith, Jr	Oculist	Tacoma
Dr. B. M. Dodge	Oculist	Tacoma
Dr. Robert F. Kaiser_	Oculist	Bellingham
Dr. H. D. Waltz	Oculist	Everett
		Ellensburg
Dr. C. L. Kyle	Acting District Surge	onSpokane
Dr. R. L. Pohl	Oculist	Spokane
Dr. K. M. Morrison	Oculist	Port Angeles

ASSOCIATION HOSPITALS

Holy Rosary Hospital—Miles City St. Joseph's Hospital—Lewiston Columbus Hospital—Great Falls Teton Memorial Hospital—Choteau Missoula General Hospital—Missoula Powell County Memorial Hospital— Deer Lodge

Mineral County Community Hospital—Superior

St. James Community Hospital-Butte Bozeman Deaconess Hospital-Bozeman Roundup Memorial Hospital—

Whea

Roundup	Bellingham	St. Luke's Hospital
eatland Memorial Hospital—		Deaconess Hospital St. Luke's Hospital
Harlowton	Spokane	Sacred Heart Hospital
	Coeur d'Alene Koc	tenai Memorial Hospital

St. Maries_____

Moses Lake_____

	LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE PHON
-	Spokane	°Dr. L. F. Jacobs	Local Surgeon	WA 4-1400	WA 4-2837
	Spokane	*Dr. C. L. Kyle	Acting Dist. Surgeon	MA 4-7744	FA 8-7581
	Spokane	*Dr. W. J. Sinclair	Local Surgeon	MA 4-0244	MA 4-9060
	Rosalia	*Dr. O. I. Lowry	Local Surgeon	JA 3-2061	JA 3-2066
	Newport	**Dr. R. B. Morrow	Local Surgeon	GI 7-3139	GI 7-4206
	Coeur d'Alene	°°Dr. W. T. Wood	Local Surgeon	MO 4-2213	MO 4-5632
	St. Maries	Dr. B. A. Rapp	Local Surgeon	CH 5-3511	CH 5-5441
	St. Maries	Dr. E. M. Sullivan	Assistant Surgeon	CH 5-3511	CH 5-3091
		Dr. D. G. Hendriksen	Local Surgeon	CH 5-3511	245-3920
	St. Maries	Dr. K. P. Conklin	Local Surgeon	RO 5-3433	RO 5-5273
	Moses Lake	Dr. K. P. Conkin		HU 8-3812	
	Othello	°Dr. K. Q. Pershall	Local Surgeon	HU 8-3812	HU 8-3811
	Othello	*Dr. R. P. Bunch *Dr. J. W. Devney	Assistant Surgeon	HU 8-3812	HU 9-2540
	Ellensburg	Dr. J. W. Devney	Local Surgeon	962-1461	925-9368
	Ellensburg	Dr. R. M. Hill	Assistant Surgeon	962-1461	962-3327
	Ellensburg	Dr. R. H. Welding	Assistant Surgeon	962-1461	962-6651
	Ellensburg	Dr. R. Vernie	Local Surgeon	962-1461	925-1225
	Ellensburg	Dr. R. C. Messner	Local Surgeon	962-1461	925-2805
		†Dr. W. W. Hicks	Oculist	962-1461	925-2552
	Ellensburg		Local Surgeon	TU 8-1771	
	North Bend	Dr. J. O. Borgeon	Local Surgeon	TU 8-2299	TU 8-1381
	Snoqualmie	Dr. R. H. Eddings			222-5712
	Snoqualmie	Dr. F. R. Sutherland	Local Surgeon	TU 8-3352	TU 8-3535
	Snoqualmie	Dr. R. T. Anderson	Local Surgeon	TU 8-2299	TU 8-2299
	Carnation	Dr. P. O. Herrmann	Local Surgeon	ED 3-6362	ED 3-6372
	Everett	**Dr. C. H. Trask	Local Surgeon	259-0966	252-4646
	Everett	†Dr. H. D. Waltz	Oculist	AL 2-2733	272-2862
	Enumclaw	**Dr. A. K. Anderson	Local Surgeon	TA 5-3501	TA 5-3901
		**Dr. J. G. Adams	Local Surgeon	TA 5-3501 TA 5-3501	TA 5-4410
	Enumelaw	*Dr. L. Asmundson	Local Surgeon	TA 5-3501	TA 5-2149
	Enumelaw	Dr. L. Asmundson		226-0962	
	Renton	Dr. F. W. Reebs	Local Surgeon		226-0962
	Seattle	*Dr. J. F. DePree	Chief Surgeon	MA 3-3037	SU 4-3921
	Seattle	*Dr. H. M. Hackedorn	Asst. Chief Surgeon	MA 2-3003	GL 4-3151
	Seattle	°Dr. C. W. Moen	Local Surgeon	MA 3-3553	LA 4-3908
	Seattle	†Dr. R. T. Horsfield	Oculist	EA 9-0200	454-3787
	Seattle		Oculist	MA 2-8588	AD 2-0663
	Kent	†Dr. J. M. Shlach Dr. J. O. Taylor Dr. R. I. Shapard *Dr. E. F. McCabe Dr. J. M. Kanda *Dr. D. G. Williard *Dr. S. E. Adams *Dr. G. G. McBride †Dr. A. W. Howe †Dr. P. B. Smith, Jr. †Dr. B. M. Dodge Dr. D. M. Nevitt Dr. Brandt Bede	Local Surgeon	UL 2-3700 TE 3-3260	UL 2-0568
	Auburn	Dr. R. I. Shapard	Local Surgeon	TE 3-3260	
	Auburn Puyallup	ooDr. E. F. McCabe	Local Surgeon	TH 5-6682	TH 5-8176 UN 3-4436 MA 7-0630
	Sumner	Dr. J. M. Kanda	Local Surgeon	UN 3-4162 BR 2-4197 FU 3-1559 BR 2-5385	UN 3-4436
	Tacoma	*Dr. D. G. Willard	District Surgeon	BR 2-4197	MA 7-0630
	Tacoma	Dr. S. E. Adams	Assistant Surgeon	FU 3-1559	SK 2-1492 SK 9-7564
	Tacoma	*Dr. G. G. McBride	Assistant Surgeon	BR 2-5385	SK 9-7564
	Tacoma	Dr. A. W. Howe	Oculist	DD 0 0050	SK 9-2258
	Tacoma	Dr. P. B. Smith, Jr.	Oculist	BR 2-2356	SK 2-6201 JU 8-3775 TE 2-3116 496-5713
	Tacoma	TDr. B. M. Dodge	Oculist Local Surgeon Local Surgeon	FU 3-3109	30 8-3775
	Eatonville	Dr. D. M. Nevitt	Local Surgeon	496-5145	1E 2-3116
	Morton	Dr. Brandt Bede	Local Surgeon	BR 2-2356 FU 3-3709 TE 2-3111 496-5145 748-3317	749 - 3713
	Chehalis South Bend Port Townsend Bellingham	Dr. I. C. Proffitt	Local Surgeon Local Surgeon Local Surgeon	TR 5-5722	748-3762 TR 5-5614 385-0908
	Port Townsend	Dr H G Plut	Local Surgeon	385-1300	385-0908
	Bellingham	*Dr. W. C. Moren	Local Surgeon	734-5990	734-6546
	Bellingham Bellingham	*Dr. M. E. Altman	Local Surgeon	RE 4-4380	RE 4-0694
	Bellingham	Dr. R. F. Kaiser	Local Surgeon	733-6300	734-5865
	Everson	**Dr. K. H. Spady	Local Surgeon	WO 6-3441	RE 4-0694 OR 7-3250
	Lind	Dr. Brandt Bede *Dr. A. R. Twiss Dr. J. C. Proffitt *Dr. H. G. Plut *Dr. W. C. Moren *Dr. M. E. Altman Dr. R. F. Kaiser *Dr. K. H. Spady Dr. James Jardee Dr. H. M. Nichols	Local Surgeon	WO 6-3441 OR 7-3445	OR 7-3250
	Portland	Dr. H. M. Nichols	Local Surgeon		228-3050
	Superior	Dr., James Jardee Dr. H. M. Nichols Dr. W. J. Jurcich Dr. J. A. Evert Dr. H. R. Crisman Dr. L. M. Benjamin Dr. F. L. Bertoglio	Local Surgeon	248-9048 822-4511 543-8273 728-1810 846-1722 846-1722 846-1722	822-4664 549-2677
	Missoula Missoula	+Dr. H. P. Crisman	Local Surgeon	728-1810	549-2677
	Deer Lodge	*Dr. L. M. Benjamin	Oculist Local Surgeon	846-1722	846-1721
	Deer Lodge Deer Lodge	Dr. F. L. Bertoglio	Assistant Surgeon	846-1722	846-1721 846-2816 846-2776
	Deer Lodge	*Dr Stanley Smith	Assistant Surgeon Local Surgeon	846-1722	846-2776
	Butte	Dr. F. H. Burton	Oculist	792-1276	792-4058 792-0629
	Butte Butte	**Dr. G. M. Gilboy	Local Surgeon	723-6713	792-0629
	Three Forks	Dr. E. E. Bertagnolli	Local Surgeon Local Surgeon	285-3251	285-3265
	Manhattan	**Dr. E. L. King	Local Surgeon	284-3288	284-6557
	Bozeman	*Dr. D. L. Schumacher	Local Surgeon	587-5561	587-7785
	Bozeman	*Dr. E. G. Allen	Local Surgeon	587-5561	587-8861
	Bozeman	†Dr. R. B. Farnsworth	Oculist Local Surgeon	586-5155	586-9517
	White Sulphur Springs	°Dr. A. V. Jellen	Local Surgeon	547-3334	547-3371
	Harlowton	*Dr. R. G. Johnson	Local Surgeon	632-4343	632-4325
	Billings	Dr. J. H. Schaeffer	Physician Legal Surgeon	232-0430	656-5563
	Miles City	Dr. K. A. I. Cassimally	Local Surgeon	222-0700	232-4847
	Miles City	-Dr. M. D. Winter, Jr.	District Surgeon	252-0450 323-1658 232-0790 232-0790	232-1553
	Miles City	Dr. J. J. Sampsel	Local Surgeon	232-0790	232-1100
	Miles City	*Dr. F. L. Bertoglio *Dr. Stanley Smith †Dr. P. H. Burton *Dr. G. M. Gilboy *Dr. E. E. Bertagnolli *Dr. E. L. King *Dr. D. L. Schumacher *Dr. E. G. Allen †Dr. R. B. Farnsworth *Dr. A. V. Jellen *Dr. R. G. Johnson Dr. J. H. Schaeffer *Dr. K. A. I. Cassimally *Dr. M. D. Winter, Jr. Dr. J. J. Sampsel *Dr. E. L. Stickney *Dr. E. L. Campodonico	Physician Local Surgeon Assistant Surgeon	232-0790 232-0790	232-1553 232-1100 232-3718
	Billings Roundup Miles City	*Dr. E. L. Stickney *Dr. L. A. Campodonico Dr. E. M. Howard †Dr. H. D. Harlowe Dr. J. R. Brewer Dr. J. R. Beaty Dr. J. W. Ham *Dr. P. J. Gans *Dr. P. Fraser *Dr. J. P. Fraser *Dr. H. K. Le Fever *Dr. F. K. Waniata †Dr. L. D. McGlynn Dr. M. J. Kelly	Physician	232-0790	232-2450
	Miles City	†Dr. H. D. Harlowe	Physician Oculist	232-0790	232-4396
	Miles City	Dr. J. R. Brewer	Physician	232-0790 232-0790	232-4413 232-1098
		Dr. J. R. Beaty	Physician	232-0790	232-1098
	Miles City	Dr. J. W. Ham	Physician		
	Lewistown	*Dr. P. J. Gans	Local Surgeon	538-3404	538-3360 538-3969
	Lewistown	Dr. J. P. Fraser	Local Surgeon	538-3404	538-3969
	Lewistown	*Dr. H. K. Le Fever	Local Surgeon	538-3404	538-8584
	Great Falls Great Falls	*Dr. F. K. Waniata	Local Surgeon	453-1696	453-6991
	Character Walter		Oculist	761-5422	452-3486

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to requirements on this

POCKET WATCHES
Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size—19 jewel or better, Hamilton—16 size—992—21 jewel, or 16 size—950—23 jewel, Elgin—16 size—B. W. Raymond—21 jewel.

Elgin—13/0 size, 23 jewel B. W. Raymond. Elgin—21 jewel, B. W. Raymond Chronometer. Ball—13 ligne, 21 jewel, Official Railroad Standard. Bulova Accutron—Railroad Approved.

- G-2 In compliance with Rule 3 and Rule 109 of the Consolidated Code of Operating Rules, Conductors will register this information in the Train Register, Engineers in the Enginemen's Register, Train Dispatchers on the Train Sheet and Yardmasters and Yard Foremen on the back of their
- G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards

The above does not apply to U.S. Army Field Ranges when installed under the supervision of a U.S. Army Commissioned Officer and oper-

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

- G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.
- G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:
 When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be dis-played on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

- G-6 For the comfort of the passengers, the air-conditioning on our airconditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.
- G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or Station Masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

- G-8 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition a yellow light by night, placed at one end or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.
- G-9 In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employes, when competent, to handle the engine with the engineer being responsible.
- G-10 In case of heavy rain or violent windstorm, the operator must notify
- G-11 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be ex-
- G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity
- G-13 When diesel-electric or electric engines are handled dead in train, the following will apply

When engine handling the train is of the wagon type:-Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars. Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train

G-14 The following instructions will govern when diesel locomotives are left unattended and idling:

The independent brake must be applied in full application position. Handbrake must be set and wheels blocked.

If reverser handle is removable it must be removed.

The engine run or the generator field switch must be in the "off"

The FM locomotives equipped with combination reverser and throttle must have it placed in neutral position and locked.

If the locomotive is equipped with safety control (deadman) it must

On units equipped with "maintaining" a minimum reduction must be made and the automatic brake valve left in the applied position, on units not equipped with "maintaining" the automatic brake valve must

When units are left unattended outside of diesel house area all cab windows and doors must be closed and locked.

Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction

GENERAL SPEED RESTRICTIONS

G-16 Unless otherwise restricted, the tollowing equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

PE OF EQUIPMENT
rains handling ore cars Loaded
Empty
rains handling ore, except silicon ore, loaded in open top equipment other than ore cars
rains handling loaded air dumps (must stop when meeting train on double track)
ork trains with workmen or occupied outfit cars
cale test cars On Branch Lines
On Main Lines
he following diesel engines either dead in train or operatin under own power:
00 AB to 696 AB

- G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless different speed is authorized by bulletin or train orde
- G-18 Modification of Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen.
 Rule 12 Standard brake pipe pressure is amended as follows:
 Road freight service 80 pounds
 Freight transfer service 80 pounds

Switch service _____65 pounds Locotrol service

Timetable special instructions will govern in mountain territory.

The feed valve of any engine performing work on the rear of a freight

In an emergency, where life or property is in danger, move the automatic brake valve quickly to emergency position and leave it there until the train stops. Use sand until the train stops. In case brakes apply at an emergency rate of reduction from the train, move automatic brake valve to emergency position and gradually close the throttle and exercise care to prevent locomotive wheels from sliding. Apply independent brake about 100 feet before stop is completed.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points: Aberdeen-Miles City-Deer Lodge-Othello ______All Trains St. Paul ______Freight Trains only

Train must not exceed 25 MPH passing over the above detectors.

ollowing will apply:

Brake and Train Air Signals for Enginemen and Trainmen are modifi

The above instructions will apply at the following points:

Miles City Harlowton	Lewiston Deer Lodge	Falls Yard Everett
Avery	Othello	Bellingham
Spokane	Tacoma	Port Angeles
St. Maries	Hoquiam	Seattle

point where engineer takes charge of engine.

bound bound bound bound bound bound bound bound bound bound	at at at at at at	MP MP MP MP MP MP MP MP	1211 1241 1328 1341 1446 1454 1551	and and and and and and and	1208 1244 1325 1344 1443 1457 1548	
bound bound bound bound bound bound bound bound bound bound	at at at at at at	MP MP MP MP MP MP MP MP	1211 1241 1328 1341 1446 1454 1551	and and and and and and and	1208 1244 1325 1344 1443 1457 1548	
bound bound bound bound bound bound bound bound	at at at at at at	MP MP MP MP MP MP MP	1241 1328 1341 1446 1454 1551 1564	and and and and and and	1244 1325 1344 1443 1457 1548 1567	
bound bound bound bound bound bound bound	at at at at at	MP MP MP MP MP MP	1328 1341 1446 1454 1551 1564	and and and and and	1325 1344 1443 1457 1548 1567	
bound bound bound bound bound	at at at at at	MP MP MP MP	1341 1446 1454 1551	and and and and	1344 1443 1457 1548	
bound bound bound bound bound	at at at at	MP MP MP MP	1446 1454 1551 1564	and and and	1443 1457 1548 1567	
bound bound bound bound	at at at	MP MP MP	1454 1551 1564	and and	1457 1548 1567	
oound bound	at at at	MP MP MP	1551 1564	and	1548 1567	
oound bound	at at	MP MP	1564	and	1567	
oound	at	MP	1564 1661	and and	1567 1658	
oound	at	MP	1661	and	1658	
bound	- 4				-	
	at	MP	1678	and	1681	
oound	at	MP	1771	and	1768	
bound	nt	MD	1776	and	1779	
bound	at	MP	1844	and	1847	
bound	at	MP	1869	and	1866	
bound	at	MP	1841	and	1844	
bound	at	MP	1853	and	1850	
bound	at	MP	1967	and	1970	
bound	at	MP	1991	and	1994	
	at	MP	2186	and	2189	
	bound bound bound bound	bound at bound at bound at bound at	bound at MP bound at MP bound at MP bound at MP	bound at MP 1841 bound at MP 1853 bound at MP 1967 bound at MP 1991 bound at MP 2186	bound at MP 1841 and bound at MP 1853 and bound at MP 1967 and bound at MP 1991 and	bound at MP 1869 and 1866 bound at MP 1841 and 1844 bound at MP 1853 and 1850 bound at MP 1967 and 1970 bound at MP 1991 and 1994 bound at MP 2186 and 2189

mission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the

movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.	except flanger The indicated and curves wh speeds. Engine
G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advis-	these machine dition, or wh trailing, the sp

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three

G-20 When making a back-up movement with more than three diesel units

in multiple, there is a danger of jack-knifing the units which may

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

able, speed of train will be reduced in line with their judgment.

- G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.
- G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.
- G-25 In the application of Rules 12, 14 and 14(A) of the 1967 Edition of the Consolidated Code of Operating Rules, and Rules 12, 14, 14(A), M-14 and M-14(A) of the 1967 Edition of Operating Rules for Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used
- G-26 Before rail detector cars are operated through interlocking plants, an understanding must be had with the control operator that no swtches or derails will be moved until the detector car reports clear.
- G-27 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stor
- G-28 Safety Instruction 161-S (1) is cancelled. Employees are prohibited rom riding on engine footboards or pilot steps.
- G-29 Rule 98 (B) of the Consolidated Code of Operating Rules is modified

When blocking the crossing cannot be avoided, engines, cars or train must not be left between the absolute signals of an interlocking unless part of the consist extends beyond one of the absolute signals.

When circumstances prevail that will not permit consist to extend beyond one of the absolute signals, the tracks of the other railroad extending through the interlocking must be protected in both directions as prescribed by Rule 99.

On Tongent

X1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for

Rocky Mountain Dive

	Mountain Divn	n Tangent Track		On irves
First S	ubdivn	35 MPH	30	MPH
Second	l Subdivn	35 MPH		MPH
Third	Subdivn	35 MPH		MPH
Fourth	Subdivn	35 MPH		MPH
Fifth	Subdivn	35 MPH	25	MPH
Sixth	Subdivn	25 MPH	20	MPH
Sevent	th Subdivn	20 MPH	20	MPH
Eighth	Subdivn	15 MPH		MPH
Ninth	Subdivn	15 MPH	15	MPH
Tenth	Subdivn	25 MPH	20	MPH
Eleven	ith Subdivn	20 MPH	20	MPH
Twelft	h Subdivn	20 MPH		MPH
Thirte	enth Subdivn	25 MPH	20	MPH
Fourte	enth Subdivn	20 MPH	20	MPH
Coast 1	Divn			
First S	Subdivn	SE MIDII	25	MPH
Second	1 Subdivn	35 MPH		MPH
Third	Subdivit	35 MPH		MPH
Fourth	Subdiv	35 MPH		MPH
Fifth	Subdivn	35 MPH		MPH
Sixth	Subdivn	35 MPH		MPH
Seven	th Subdivn	35 MPH		MPH
Ninth	Subdivir	25 MPH		MPH
Tenth	Subdivit	15 MPH		MPH
Florer	th Subdivn	25 MPH		
Twelf	h Subdivii	15 MPH		MPH MPH
Thirte	enth Subdiv	25 MPH		MPH
Fourte	enth Subdivn	15 MPH		
Fiftee	nth Subdivn	15 MPH		MPH
Sixton	nth Subdivi	20 MPH		MPH
Sovien	teenth Subdivn	25 MPH		MPH
Fighte	enth Cubdim	20 MPH		MPH
Nipote	enth Subdivn	20 MPH		MPH
Truent	ioth Cubdism	20 MPH		MPH
Twent	ieth Subdivn	20 MPH		MPH
Twent	y-first Subdivn	20 MPH		MPH
Twent	y-second Subdivn	20 MPH		MPH
Twent	y-third Subdivn y-fourth Subdivn	20 MPH		MPH
1 went	y-tourut subutyn	20 MPH	15	MPH

X2 Trains handling locomotives, cranes, Jordon spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are rightly and when indicated nes are riding and when in damaged or questionable con-then this equipment is hauled in trains with heavy end speed must be further reduced to insure safe movement.

ROCKY MOUNTAIN DIVN	On Tangent Track	On Curves
First Subdivn	35 MPH	30 MPH
Second Subdivn	35 MPH	30 MPH
Third Subdivn		25 MPH
Fourth Subdivn		25 MPH
Fifth Subdivn		25 MPH
Sixth Subdivn	25 MPH	20 MPH
Seventh Subdivn	20 MPH	20 MPH
Eighth Subdivn	15 MPH	15 MPH
Ninth Subdivn	15 MPH	15 MPH
Tenth Subdivn	.25 MPH	20 MPH
Eleventh Subdivn		20 MPH
Twelfth Subdivn	_15 MPH	15 MPH
Thirteenth Subdivn	25 MPH	20 MPH
Fourteenth Subdivn	_15 MPH	15 MPH

COAST DIVN

COMBI DIVIN		
		25 MPH
Second Subdivn35	MPH 2	25 MPH
Third Subdivn35		25 MPH
Fourth Subdivn35		25 MPH
Fifth Subdivn35		25 MPH
Circle Caledian	MPH	
Sixth Subdivn35	MPH 3	35 MPH
Seventh Subdivn25		20 MPH
Ninth Subdivn15	MPH !	10 MPH
Tenth Subdivn20	MPH 1	15 MPH
Eleventh Subdivn15	MPH	10 MPH
Twelfth Subdivn20	MPH	15 MPH
Thirteenth Subdivn15		10 MPH
Fourteenth Subdivn15		10 MPH
		15 MPH
Sixteenth Subdivn25	MPH :	15 MPH
Seventeenth Subdivn20	MPH :	15 MPH
Eighteenth Subdivn20	MPH	15 MPH
Nineteenth Subdivn20		15 MPH
Twentieth Subdivn20		15 MPH
Twenty-first Subdivn20	MPH	15 MPH
Twenty-second Subdivn25		20 MPH
Twenty-third Subdivn20	MPH	15 MPH
Twenty-fourth Subdivn15		15 MPH

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
Rocky Mountain Divn	None
Maple Valley	Turnout from CMStP&P to BNRR track
Tacoma Jct.	Turnout from CMStP&P to UPRR track
Tacoma Jct.	Turnout from CMStP&P to UPRR track
Maytown	Junction Switch

SPRING SWITCHES X3 (a)

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout, the allowable turnout speed must

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Miles City	West lead switch west of new passenger depot
East Portal	East switch
East Portal	West switch
Tacoma Jct	East end of double track
Fredericks	onJunction switch

Signals at spring switches at Lavista, Revere, Tacoma Jct. and Frederickson indicate only the position of the spring switch.

LOCATION OF DETECTORS

X3 (b) Location Readout at Loose wheel 450 feet west of west switch Harlowton Yard office Loose wheel 1500 feet west of west Dispatchers Office

Loose wheel 150 feet east of east Yard office

Trains must not exceed 20 MPH passing over this detector.

X4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies, including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand brakes must be released on all units before engine

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air

Miles City	Lewiston	Falls Yard
Harlowton	Deer Lodge	Everett
Avery	Othello	Bellingham
Spokane	Tacoma	Port Angele
St. Maries	Hoquiam	Seattle

X4 (a) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

Fir	st Subdivn	Eastbound at MP 1211 and 1 Westbound at MP 1241 and 1	208 244
			325
Sec	cond Subdivn	Westbound at MP 1341 and 1 Eastbound at MP 1446 and 1	
Thi	ird Subdivn	Westbound at MP 1454 and 1 Eastbound at MP 1551 and 1	
For	urth Subdivn	Westbound at MP 1564 and 1 Eastbound at MP 1661 and 1	
Fif	th Subdivn	Westbound at MP 1678 and 1 Eastbound at MP 1771 and 1	
	Coast Divn		
	First Subdivn	Westbound at MP 1776 and 1 Westbound at MP 1844 and 1 Eastbound at MP 1869 and 1	847
	Second Subdivn	Westbound at MP 1841 and 1 Eastbound at MP 1853 and 1	844 850
	Third Subdivn	Eastbound at MP 1967 and 1	970
	Fourth Subdivn	Westbound at MP 1991 and 1	994
	Sixth Subdivn	Eastbound at MP 2186 and 2	189
X5	Five minute fuses should be used must be used in other territory.	in A.B.S. territory. Ten minute fu	ises

X6 The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO

If wires are found hanging down or any part of the trolley or trans-

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give

In case of fire, Dry Chemical type or Carbon-Dioxide type fire extinguishers should be used in instances where the extinguishing agent may come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Mouth to Mouth Method of resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

Due to settling of trolley poles on fills, raising of track when ballast is applied and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less

- X7 Operation of trains on mountain grades. In addition to instructions contained in Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, effective January 1, 1958, in which reference is made to Rules and Paragraph numbers, the following will govern:
 - (a) When helper engines are used on any train they will be placed in a suitable location in the body of the train to be helped as determined by tonnage rating of the helper engine but not less than 20 cars
 - (b) In mountain grade territory, the use of retaining valves and the testing of brakes before starting descent is not required except when necessary to hold the train with air brakes in which case Rules 107, 129 and 130 will govern.
 - (c) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have train air brake system charged to this pressure before commencing ascent or descent of mountain grade. Members of the crew on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 82.
 - (d) When trains are descending mountain grades and the air brakes are being used, members of the crew must watch closely for excessive heating of the wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to permit the wheels to cool.

Trains descending mountain grade with air brakes only will stop at Cedric, Rye and Garcia for inspection and to permit wheels to cool.

When air brakes are used in conjunction with regeneration or dynamic

- (e) Rule 49 does not apply on mountain grades.
- (f) If regeneration fails on all units while descending mountain grades,

On freight trains, trains must be brought to a stop immediately, all available retainers turned up as outlined in Rule 130 and train air brake system fully recharged before proceeding. On passenger trains, Rule 107 will apply and retainers will be used only when requested by the engineer. Compliance with the requirements of this rule will be determined by the engineer if failure occurs on one or more units of a multiple unit consist or a combination of electric and diseasunits.

- (g) On descending mountain grade when power goes off the line, train must be brought to a stop immediately. If power is not restored in one minute, the engineer will notify all members of the crew who will immediately set enough hand brakes to hold the train. When power is restored, engineer will recharge the train air brake system. Hand brakes must not be released until it is known that the train air brake system has been fully recharged and the air brakes are operative. Where a combination of electric and diesel units is used. compliance with the requirements of this rule will be determined by the engineer.
- (h) On ascending grades when a train stops under circumstances where power may have gone off the line, members of the crew on the rear of freight trains must watch the caboose air gauge and if rear or freight trains must watch the caboose air gauge and if brake pipe pressure falls to 40 lbs. they must apply a sufficient number of hand brakes on the rear to hold the train. When power is restored, the engineer will recharge the train air brake system and give two long sounds of the engine whistle as a signal to release hand brakes.
- (i) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the train air brake system fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test as per Rule 128 must be made before proceeding

When the engineer on the road engine applies the brakes for brakepipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the train air brake system and control the air brakes during the backing movement, electric engines should be operated in series regeneration during the backing movement. When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine, the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Members of the crew must know that the brakes on the rear end of the train are released before the train starts.

- (k) All eastward trains handling loaded log cars and all other trains which, in the engineer's judgment, require increased braking power, will raise air brake train line pressure to 100 lbs. at Hillsdale. Feed valve should be set at normal pressure after arrival at Tide Flats Yard.
- (1) Before commencing descent of grade from New Reliance to Eaton-ville Junction, brake pipe test as per Rule 128 must be made at New Reliance and retainers must be turned up between New Reliance and Eatonville Junction as per Rule 107. This does not apply to trains handled by diesel electric engines equipped with dynamic braking.
- (m) Before commencing descent of grade from MacPhail to Sutico and from Hillsdale to C Street, Tacoma, a sufficient number of retainers as determined by the engineer handling the train will be turned up to insure proper control of train speed. (See Rules 107 and 130). When engineer handling train is not familiar with this portion of the railroad retainers must be turned up on all cars in the train.
- (n) All trains operating in mountain territory or where the physical conditions of the railroad are comparable to mountain territory, empty tri-level, bi-level, piggy-back flats or any other empty equipment over 80 feet long and any TOFC cars over 80 feet long that are loaded with single trailer or container in Milwaukee Road Railway Freight Equipment Manual Code 55, 56, 57, 58, 66 and 67, such cars will be handled in rear one-third of the train only and will be at least 15 cars behind helper when helpers are used. These instructions will apply at any location where this type of equipment is placed in train.
- (o) When cars are handled in switching movements on the main track the air brake must be cut in and be in working order on all cars unless the engine is on the down grade end of cars so handled.
- (p) When necessary to handle caboose on head end of freight trains descending mountain grades such caboose must be separated from road engine by one or more cars.

LOCOTROL INSTRUCTIONS

- X8 The following will govern when a separation is made on the train between the master (lead) and booster units.
 - Engineer will center the reverser, release independent brake by pushing "IBR" button, and then make a full service brake application by pushing "ABA" button.
 - When service exhaust ceases, engineer will move "FEED VALVE SWITCH" to "OUT" position and place "MODE" selector switch in "ISOLATE" position. (Note that feed valve "OUT" indication is displayed.)
 - Then the engineer will sound one long blast with air horn to signal trainmen to close angle cock at the rear of the last car, where cut is being made.

- 4. After the trainman receives proper signal from the engineer, he will close the angle cock on rear of the last car of the cut being moved. After giving proceed signal, allow the remaining portion of the train to go into emergency making sure the angle cock on the remaining portion of the train is left in fully open position.
- 5. After uncoupling, the engineer will note that the "PC" and "IBA" lights are displayed on the console. If a "PC" indication fails to appear on the console, no further movement will be made until it is ascertained that the rear portion of the train is in emergency and the "MODE" selector switch is in "ISOLATE" position.
- 6. After the entire train is reassembled, the Feed Valve of the booster unit will be cut in for the release test. The Feed Valve on the lead unit must not be cut in until the brake pipe pressure on the lead unit has shown a significant increase.
- Setting out or picking up cars behind the booster unit can be accomplished by using standard railroad procedure.
- X9 When the train is stopped suddenly by an emergency application of air brake, no action will be taken to recover the "PC" on the booster unit until the train has been inspected between the lead and booster units and it is known that the train is intact, and the engineer is so advised.
- X10 Crews handling electric rotary snow plows will be governed as follows:
- (A) When moving to and from terminals, not in snow operation, pantograph must be locked down and secured to prevent coming in contact with trolley. Grounding switch must be in proper position.
 - (B) Must have regular air gap order at all times.
- (C) When handled by diesel power and crew has air gap order, pantograph must be locked down and secured before passing air gap and order issued: "May pass air gap after it is known pantograph is locked down and secured."
- (D) Crews handling these machines are responsible for knowing pantograph is properly secured and grounding switch is in proper position.
- X11 If trolley wires are observed to be slack the pantograph should be lowered and Engine drifted by. If there is any question about low wires becoming entangled with Engine or cars, train should be brought to a stop immediately and actual condition with regard to clearance of wires above Engine and cars should be determined before proceeding.
- X12 In the State of Idaho signal 15(1) must be sounded for private crossings the same as for public crossings.

ROCKY MOUNTAIN DIVN

- X14 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the Seventh, Eighth, Ninth, Eleventh and Twelfth Subdivns.
- X15 Rail detector cars must be protected by a track shunt before entering automatic interlocking limits at Sinclair and Huson.
- X16 Electric freight engines Class EF-1, EF-2, EF-3 and EF-5 must not exceed a speed of 45 MPH.
- X17 The following are the permissible maximum authorized speeds over railroad crossings at grade.

MPH
TAL AL
MPH
֡

- X18 At Moyne and Roland, when trains meet and westward train takes siding, the eastward train should not pass the easteward automatic signal at the west switch until the westward train has arrived.
- X19 Trains handling pulpwood logs loaded above top of cars must not exceed 40 MPH.

ROCKY MOUNTAIN FIRST SUBDIVN

- X21 Speed restrictions (in addition to General Speed Restrictions)
 Miles City—through city limits ______20 MPH
- X22 High load indicator located 6 poles east of MP 1334 between Harlowton and Shawmut has a restricted clearance of 19 ft. 3 inches.

ROCKY MOUNTAIN SECOND SUBDIVN

X25 The catenary on storage track at Nathan is insulated for 15 ft. on both sides of chip loading spout. It will be necessary to have more than one pantograph up to bridge this section. The chip loader located near the east end of the industry track will not clear man on top of car.

ROCKY MOUNTAIN THIRD SUBDIVN

- X27 At Piedmont eastward freight trains will cut out helper engine through
- X28 Trolley wires are lower than standard height of 24 feet 2 inches above top of rail between West Wye switch, Butte and B. A. & P. overhead railroad crossing, about one and one-half miles west of Dawson. See Form 3170, page 6, "Low Trolley Wires."
- X29 Trains using B. A. & P. cross-over and transfer tracks located near and opposite west leg of wye at Butte will be governed by Rules 93 and 98.

ROCKY MOUNTAIN FOURTH SUBDIVN

- X31 At Deer Lodge, the cross-over switches between yard tracks 4, 5 and 6, except when being used, must be lined for through movement on yard tracks.
- X32 In using the double ended track at Phosphate, motors may use pantographs from each main track switch only up to the point where STOP sign is hung from the trolley, and fifteen feet beyond each of these STOP signs a "hook" has been installed on the trolley, which will rake off pantograph shoes in case the pantograph is allowed to go beyond the sign. The section of catenary between the two STOP signs is dead and grounded at all times. Motors or engines must not at any time pass or foul the ore loading platform or stull loading racks. There is no clearance at the ore platform and stull racks for a man on the side of any class of equipment.
- X33 On account of heavy grade, air must be coupled on all cars and engines when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.
- X34 At Bonner Jct. color light signal equipped with letter "S" as per Rule 240-S is located at west end of siding. When letter "S" is illuminated the main track switch may be opened and if signal then indicates proceed, movement to main track may be made complying with Rule 513.

ROCKY MOUNTAIN FIFTH SUBDIVN

X36 At Haugan, trains moving to and from the Burlington Northern Railway will enter and leave the C. M. St. P & P. main track at the east switch of the yard, unless otherwise authorized by train order.

NOTE: Track south of main track is siding.

- X37 To avoid backing rear portion of eastward trains, when cutting out helpers at Haugan, the head end of the train will be stopped at the cross-over to let trainman off. Train will then pull down and stop helper engine west of the cross-over, where trainman will cut helper out and couple up the train. After being cut out the helper engine will wait at the cross-over to take the trainman to the road engine.
- X38 At Avery, the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track respectively.
- X39 At Tunnel No. 20 between East Portal and Roland, from October 1 to April 1 the tunnel doors will be closed. When doors are in a closed position a stop indication will be displayed on the block signal at the west end of East Portal siding for westward trains and on the block signal at the east end of Roland siding for eastward trains.

ROCKY MOUNTAIN SIXTH SUBDIVN

X41 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP and 1200 HP Diesels______25 MP

ROCKY MOUNTAIN SEVENTH SUBDIVN

ROCKY MOUNTAIN EIGHTH SUBDIVN

X44 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels ______10 MPH

ROCKY MOUNTAIN NINTH SUBDIVN

X46 Speed Restrictions (in addition to General Speed Restrictions)

ROCKY MOUNTAIN TENTH SUBDIVN

- X48 Speed Restrictions (in addition to General Speed Restrictions)
 40 MPH

 1750 HP, 4 Wheel Truck Diesels
 40 MPH

 Through Lewiston City Limits
 8 MPH

 Through Moore City Limits
 25 MPH
- X49 Before motors use Montana Flour Mills Track at Harlowton close trolley switch located on first pole east of derail on east end of track leading into Mill Track. Open trolley switch again after through with motor operation.

Cars should not be left fouling insulated joints at either end of the Mill Tracks.

ROCKY MOUNTAIN ELEVENTH SUBDIVN

ROCKY MOUNTAIN TWELFTH SUBDIVN

 X51 Speed Restrictions (in addition to General Speed Restrictions)

 1000 HP Diesels
 10 MPH

 1200 HP Diesels
 10 MPH

 1750 HP, 4 Wheel Truck Diesels
 not permitted

ROCKY MOUNTAIN THIRTEENTH SUBDIVN

- X52 Speed Restrictions (in addition to General Speed Restrictions) Through Tunnels Spring Creek Trestle -----_10 MPH Judith River, Indian Creek and Sage Creek Viaducts_____ _25 MPH Between Arrow Creek and MP 111_____ Between east end Tunnel No. 4 and 1500 feet east between MP 178 and MP 179 ___ 10 MPH Bridge NM-1126 between MP 180 and MP 181 15 MPH Through Lewiston City Limits______ 8 MPH 1200 HP Diesels _35 MPH 1750 HP, 4 Wheel Truck Diesels_____ _35 MPH
- X54 Eastward BN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P Clearance before arriving at Spring Creek Jct. No. 240 will obtain such Clearance at Great Falls.
- X55 All trains be prepared to stop on short tangent between second and third curve east of MP 174 between Highwood and Waltham, and through area 1500 ft. east of tunnel No. 3 to the east portal of tunnel No. 3 between MP 177 and MP 178 between Waltham and Highwood account slide conditions.

ROCKY MOUNTAIN FOURTEENTH SUBDIVN

X56 Speed Restrictions (in addition to General Speed Restrictions) 1750 HP, 4 Wheel Truck Diesels._______10 MPI

COAST DIVN

- X60 In addition to those designated in timetable, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Tacoma Roundhouse Office, Spokane Roundhouse, Yard Office and Telegraph Office.
- X61 At Plummer, Maple Valley, Black River and Tacoma Jct., trains may register by register ticket.
- X63 Under Rule 805 (E) the words "or other lading" will not apply to cars loaded with logs.
- X64 When safe operation of trains will permit, brakes should not be applied on engine or cars during dry weather while passing over Bridge EE-384-B, four and one-half miles west of Ellensburg: Bridge EE-386-B, five and one-half miles west of Ellensburg, or other open deck trestles or bridges between Avery and Tacoma.
- X65 Cle Elum Substation is operated automatically. Emergency switch is located in Cle Elum Depot just west of Operator's desk which may be opened in an emergency, but after doing so. Train Dispatcher must be notified so that proper protection will be provided in addition to flagging air gap.

COAST FIRST SUBDIVN

X68 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed	MP
Over street crossings St. Maries	20
	40
Corporate Limits Town of Rosalia, Wash.	50
Corporate Limits Town of Malden, Wash	35
Trains handling logs	25

- X69 At Avery, the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track, respectively.
- X70 At St. Maries employes must be alert to the possibility of close side clearance when handling cars loaded with logs and when moving past cars loaded with logs on an adjacent track.
- X71 The RS-12 sign located just east of Plummer governing westward trains, applies only to trains entering Second Subdivn.

COAST SECOND SUBDIVN

X73 Speed Restrictions (in addition to General Speed Restrictions)	
Maximum Speed	MPI
Trains handling logs	25
Spokane, approaching Fancher Road	5

- X74 All trains enroute from East Spokane to the Milwaukee at Manito must receive a Milwaukee clearance in addition to a Union Pacific clearance at Dishman. All trains enroute from Plummer to the Union Pacific at Manito must receive a Union Pacific clearance as well as a Milwaukee clearance at Plummer.
- X75 At Burlington Northern crossing at Spokane, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

COAST THIRD SUBDIVN

X77 Speer restrictions (in addition to General Speed Restrictions)

Maximum Speed	MPH
Through City Limits at Malden	35
Through City Limits at Lind	55
Through City Limits at Warden	50
Through City Limits at Othello	40
Trains handling logs	25

X79 Rock slide detector fences, 657 feet in length located just east of tunnel 44, 300 feet in length located at west portal of tunnel 44, and 425 feet in length located 4700 feet west of tunnel 44, between Kenova and Lavista, are in service.

The signals are of the color light type, displaying indications in accordance with Rules 240-A, 240-D and 240-E.

For westward trains, if one or more fences have been operated the westward signal located 3293 feet east of tunnel 44 will display approach indication 240-D, and next signal located 1077 feet east of tunnel 44 will display stop indication 240-A.

For eastward trains, if west slide fence is operated eastward signal located 6000 feet west of tunnel 44 will display stop indication 240-A. When fences on either end of tunnel 44 are operated eastward signal located 6000 feet west of tunnel 44 will display approach indication 240-D and next signal located 360 feet west of tunnel 44 will display stop indication 240-A.

When fences are normal, signals in either direction will display a proceed indication, Rule 240-E.

These signals are not controlled by track circuits and only indicate condition of the slide detector fences.

Trains must stop before passing a signal displaying a stop indication. After stopping, train may then proceed prepared to stop short of obstruction within the area protected by the slide fence and must know that track and bridge structures are in a safe condition.

COAST FOURTH SUBDIVN

X81 Speed Restrictions (in addition to General Speed Restrictions)

Corporate Limits Town of Othello	40
Corporate Limits Town of Kittitas	50
Corporate Limits City of Ellensburg	35
Corporate Limits Town of Cle Elum	50
Trains handling logs	25

Maximum Speed MPH

COAST FIFTH SUBDIVN

X83 Trains handling logs must not exceed 25 MPH

COAST SIXTH SUBDIVN

X85	Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed	MPH
	East Leg of Wye Black River	13
	Corporate Limits Town of Kent	40
	Corporate Limits Town of Auburn	40
	Corporate Limits Town of Pacific	50
	Corporate Limits Town of Sumner	40
	Corporate Limits Town of Fife	45
	Trains handling logs	25
	Over BN Crossing Black River	35

X86 At Tacoma, the normal position of the crossing gate over the BN crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMStP&P tracks.

At Tacoma, normal position of the crossing gate over railroad crossing serving connection track to Tacoma Municipal Belt Railroad, located approximately 4500 feet west of Tacoma Jct. in double track territory, is for continuous movement over CMSTP&P tracks.

- X87 Manually controlled switches for operating traffic signal lights at the foot of west end of Eleventh Street Bridge Tacoma must be operated when switching movements are made over Eleventh Street.
- X88 Manually controlled switches are installed to permit the starting or stopping by hand of crossing signals at Pacific Highway crossing at Sumper

This switch consists of a knob, with a cover locked with a switch lock, on a box mounted on the instrument case for the crossing signals which is between the main track and siding and just east of the crossing. To operate unlock cover, turn knob in one direction to stop signals, and opposite direction to start signals.

- X89 Movement on team track over D Street at Tacoma must be protected by a member of the crew on the crossing.
- X90 At Tacoma, before a train or engine enters onto or makes a move over the crossing at Pacific Avenue, South 26th Street and Wakefield Drive, a trainman must first place the City Traffic lights at the crossing in a STOP position by operating switch located in box on either side of crossing.

After movement has been completed, the Traffic lights must be restored to normal position by operating switch located in box on opposite side of crossing.

X91 The signal located 850 feet west of Tacoma Jct. office on Sixth Subdivn governs eastward movements from both tracks and will display indications in accordance with Rules 240-A Fig. 6 and 240-N Fig. 7.

The eastward sginal located 225 feet west of Tacoma Jct. office on Seventh Subdivn governs eastward movements from eastward track and will display indications in accordance with Rules 240-A Fig. 2, 240-D Fig. 2, 240-Fig. 2, 240-N Fig. 2.

The three-unit westward signal located 550 feet east of Tacoma Jct. office governs westward movements as follows:

The top unit governs westward CMStP&P movements to the Seventh Subdivn and will display indications in accordance with Rules 240-A Fig. 4 and 240-D Fig. 4.

The middle unit governs westward movements to the UP track and will display indications in accordance with Rules 240-A Fig. 4 and 240-M Fig. 2.

The lower unit governs westward CMSTP&P movements on Sixth Subdivn and will display indications in accordance with Rules 240-A Fig. 4 and 240-N Fig. 4.

The signal located 35 feet east of Tacoma Jct. office on the UP track governs movements to CMStP&P track and will display indications in accordance with 240-A Fig. 1, 240-D Fig. 1 and 240-E Fig. 1.

- X92 At Tacoma Jct., when there are train orders affecting yard movements or westward trains moving to Tide Flats Yard or Tacoma on the Sixth Subdivn, Train Dispatcher will instruct the Operator to stop such movements before making delivery of the train orders.
- X93 Union Pacific Class Engines 3800, 3900 and 4500 HP Alco-GE gas turbine electric engines are prohibited from using the following tracks between Black River and Tacoma Jct.:
 - Sumner: Associated Frozen Foods Track. Track over Stuck River Bridge serving Standard Brands, Fibreboard Products and Pacific Lumber Agency.
- X94 Eastward trains having authority to hold main track when meeting westward trains at Puyallup or West Siding must not pass signal at west switch until westward train has arrived.

- X95 All eastward trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone unless register ticket has previously been left at Tower.
- X96 At Atlantic St., Seattle, all train and engine movements must stop before entering onto or passing over the railroad crossings. If a movement is evident on a conflicting route, a thorough understanding must be had with a member of the crew of that movement before proceeding.
- X97 At Black River, when control operator is unable to clear the signal and movement is authorized as per Rule 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

COAST SEVENTH SUBDIVN

X99 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed	MP
Over C and D Streets, Tacoma	10
Between Tacoma Jct. and Hillsdale	15
Frederickson on Columbia Powder Spur	5
Over RR Crossings Blakeslee Jct	20
Over RR Crossings Chehalis Jct.	10
Through spring switch turnout and around curve to interchange switch at Frederickson	20

- X100 At Chehalis the normal position of the crossing gates over the BN crossings is for movements on the CMStP&P tracks.
- X101 Trains handling logs must not move over bridge FF-276B located 3500 feet west of Tacoma Jct. when trains are passing underneath bridge on Burlington Northern tracks.

COAST EIGHTH SUBDIVN

COAST NINTH AND ELEVENTH SUBDIVNS

vo	speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed	MPH
	1000 and 1200 HP Diesels	15
	On OPC track between east wye switch and end of track Limestone Jct.	10
	Slade Crossing 1.3 miles east of Lynden	3
04	At Bellingham, the normal position of the crossing gates overossing at the BN track in the yard, is for movements on the BN track.	r the

X105 At Bellingham, at crossings of Holly and Magnolia Streets with Railroad Avenue, our preempting circuits are too short to stop vehicular traffic crossing our tracks. Therefore, trains or engine movements must move with a green traffic signal or provide flag protection over these crossings.

COAST TENTH SUBDIVN

X107 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15
Monroe Jct. to Cedar Falls	
1.5 miles west Cedar Falls to one-half mile east Tanner	15
Snoqualmie Falls from Weyerhaeuser office to 500 feet west	6
Trains handling logs: Over highway crossing at Tanner	10
On Curve just west MP 38, about 2 miles east Monroe Jct.	25
Corporate Limits Town of North Bend	15
Corporate Limits Town of Carnation	20
Corporate Limits Town of Duvall	20

COAST TWELFTH SUBDIVN

X109 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

musimum opecu	****
Frederickson on Columbia Powder Spur	5
Eastward trains New Reliance and Eatonville Jct.	20
Over Nisqually River Bridge	15
Elbe, between second highway crossing west of depot and first highway crossing east of depot until engine has passed over	
both crossings	
On curve 1 mile east Mineral	15
2 miles west of Divide and Coal Canyon	15
Coal Canyon and Morton	25
Corporate Limits Town of Eatonville	20
Corporate Limits Town of Morton	15
From St. Paul Reload track switch to end of track west of Morton	15

- X110 When shoving cars over highway crossings on Kosmos Logging Line west of Morton, trains must come to a full stop and flag the crossing. During the night the crossing floodlight must be lighted for all trains while passing over crossing.
- X111 At Elbe, eastward trains that stop west of the second highway crossing west of the station sign and westward trains that stop east of the highway crossing east of the station signs, when ready to proceed over the crossing, must not exceed 7 MPH until it is known that the automatic crossing flasher signals are operating.

COAST THIRTEENTH SUBDIVN

COAST FOURTEENTH SUBDIVN

3 Speed Restrictions (in addition to General Speed Restrictions)	
Port Angeles to Discovery Jct. Maximum Speed	MPI
	15
Port Townsend while moving onto or off barges	2
Over Morse Creek Bridge at MP 45 to 1/2 mile west of MP 50	10

X114 At Port Angeles, City Ordinance prohibits the sounding of engine whistle for Lincoln, Laurel and Oak Street crossings on Railroad Avenue, except in extreme emergency.

COAST FIFTEENTH SUBDIVN

X117 Between Bayne Jct. and Bagley Jct: via joint track, Burlington Northern wrecking derricks 41 to 48 inclusive and Pile Driver 25 not permitted.

wrecking derrick, pile driver or locomotive crane_____

COAST SIXTEENTH SUBDIVN

X120 At Helsing Jct., Stop Sign governing westward trains is located 180 feet from Junction switch. After stopping, and route is seen and known to be clear, switch may be lined and such train may proceed.

X121 At Aberdeen Drawbridge, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

COAST SEVENTEENTH SUBDIVN

COAST EIGHTEENTH SUBDIVN

COAST NINETEENTH SUBDIVN

COAST TWENTIETH AND TWENTY-FIRST SUBDIVNS

X127 Speed Restrictions (in addition to General Speed Restrictions)