TABLE OF TRAIN SPEEDS			
Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

SHAW & BORDEN CO. 285236

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

IDAHO DIVISION

TIME TABLE NO. 3

Taking effect at 12:01 A. M.
Pacific Standard Time

Saturday, December 1, 1945

For the government and information of employes only

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

G. H. HILL,
Superintendent.

L. F. DONALD,
General Manager.

SECOND CLASS 63 Time Freight Daily	SECOND CLASS 263 Time Freight Daily	FIRST CLASS 15 Passenger Daily	FIRST CLASS 7 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Avery	TIME TABLE No. 3 DECEMBER 1, 1945 STATIONS
	L 6.00AM	L 6.43PM	L 3.10AM		Yard	NF	0.0	AVERY
	6.20	6.54	f 3.21	67	20		5.3	ETHELTON
			f 3.36		20		7.7	MARBLE CREEK
	6.45	7.09	3.38	125	18		0.8	POCONO
	7.12	7.24	s 3.54	125	20	CR	8.6	CALDER
	7.40	7.42	s 4.16	125	20		10.9	ST. JOE
	7.58	7.53	4.25	67			6.6	OMEGA
L 3.00PM	16 8.25 264 9.30	s 8.10	s 4.40	160	500	CB	5.5	ST. MARIES
3.15	9.45	8.20	f 4.50	68	40		5.9	RAMSDELL
3.42	10.05	8.31	f 4.59	92	16		5.9	PEDEE
A 4.15PM	10.25	A 8.46PM	As 5.15AM	125	80	WJ	7.2	PLUMMER JUNCTION
	10.45			65	25		7.6	MOWRY
	11.05			115	30	TK	8.1	TEKOA
	11.24			30			7.2	SEABURY
	11.42			115	20		5.9	PANDORA
	12.02PM			57	20		6.5	ROSALIA
	12.15				31		5.5	SQUAW CANYON
	A 12.30PM				Yard	M	3.6	MALDEN

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Avery and Calder	50 mph.	40 mph.
Between Calder and Ramsdell	60 mph.	45 mph.
Between Ramsdell and Malden	50 mph.	40 mph.
Around sharp curves between Avery and Plummer Jct.	30 mph.	30 mph.
Over Street crossings St. Maries	20 mph.	20 mph.
Over Bridge EE-44, 1 Mi. West Ramsdell	25 mph.	25 mph.
Trains handling logs except when loaded on staked cars	.....	30 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in Cars	Miles	Direction	Station
Sorrento	11	4.5	West	Plummer Jct.
Wallner	4	3.0	East	Tekoa
Lone Pine	17	4.0	West	Tekoa
Swan	8	3.3	East	Pandora
Williams	2	2.6	East	Rosalia

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Avery and a point 2902 ft. west of Sorrento Tunnel No. 41.

Manual Block System is in use between Plummer Jct. and Malden. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Malden.

No. 15 will stop on signal at Plummer Jct. for revenue passengers only for Othello and west, or to let off passengers from points Missoula and east.

No. 7 will stop on signal at Trout Creek, 4.5 miles east of St. Joe, and Herrick, 4.4 miles east of Calder.

The time of trains No. 7, 15, and 63 at Plummer Junction applies at the junction switch.

TIME TABLE No. 3 DECEMBER 1, 1945 STATIONS	Distance from Malden	See Rule 6-A	Office open week days	FIRST CLASS 16 Passenger Daily	FIRST CLASS 8 Passenger Daily	SECOND CLASS 64 Time Freight Daily	SECOND CLASS 264 Time Freight Daily
AVERY	108.8	BEHKORTWX	Continuous	As 10.25AM	As 12.30AM		A 12.45PM
5.3							
ETHELTON	103.5	P	No Office	10.10	f 12.12AM		12.01PM
7.7							
MARBLE CREEK	95.8	P	No Office		f 11.54		
0.8							
POCONO	95.0	P	No Office	9.54	11.50		11.35
8.6							
CALDER	86.4	PW	8AM to 4PM 11PM to 7AM	9.39	s 11.28		11.02
10.9							
ST. JOE	75.5	P	No Office	9.21	s 11.02		10.35
6.6							
OMEGA	68.9	P	No Office	9.12	10.50		10.10
5.5							
ST. MARIES	63.4	BHJKORWXYZ	Continuous	s 263 264 9.03	s 10.40	A 1.30AM	16 9.50 263 8.50
5.9							
RAMSDELL	57.5	P	No Office	8.51	f 10.16	1.15	8.25
5.9							
PEDEE	51.6	P	No Office	8.39	f 10.07	1.00	8.05
7.2							
PLUMMER JUNCTION	44.4	JKRWXY	Continuous	L 8.25AM	L 9.53PM	L 12.40AM	7.45
7.6							
MOWRY	36.8	P	No Office				7.23
8.1							
TEKOA	28.7	PW	6.30 AM to 10.30PM				7.07
7.2							
SEABURY	21.5	P	No Office				6.50
5.9							
PANDORA	15.6	P	No Office				6.33
6.5							
ROSALIA	9.1	PV	No Office				6.15
5.5							
SQUAW CANYON	3.6	P	No Office				5.57
3.6							
MALDEN	0.0	BHKRWXY	Continuous				L 5.45AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Avery and Calder	50 mph.	40 mph.
Between Calder and Ramsdell	60 mhp.	45 mph.
Between Ramsdell and Malden	50 mph.	40 mph.
Around sharp curves between Avery and Plummer Jct.	30 mph.	30 mph.
Over Street crossings St. Maries	20 mph.	20 mph.
Over Bridge EE-44, 1 Mi. West Ramsdell	25 mph.	25 mph.
Trains handling logs except when loaded on staked cars	.....	30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between a point 2902 ft. west of Sorrento Tunnel No. 41 and Avery.

Manual Block System is in use between Malden and Plummer Jct. Train Order Signals are also used as Block Signals.

Rule G-317 applies at Plummer Jct.

No. 16 will stop on signal at Plummer Jct. for revenue passengers destined Missoula and east or to let off passengers from west of Spokane.

No. 8 will stop on signal at Trout Creek, 4.5 miles east of St. Joe, and Herrick, 4.4 miles east of Calder.

The time of Trains No. 16, 8 and 64 at Plummer Jct. applies at the junction switch.

WESTWARD SECOND SUBDIVISION

			SECOND CLASS			FIRST CLASS		Capacity in cars				TIME TABLE No. 3 DECEMBER 1, 1945
			63	463	391	15	7					
			Time Freight	Time Freight	Way Freight	Passenger	Passenger					
			Daily	Daily Except Sunday	Tues. Thurs. Sat.	Daily	Daily	Sidings	Other tracks	Telegraph calls	Distance from Plummer Junction	STATIONS
			L 4.20PM			L 8.46PM	L 5.15AM			WJ	0.0	PLUMMER JUNCTION
			4.38			8.56	s 5.26		27	WY	6.4	WORLEY
			4.42			8.58	5.28	101			7.8	MOZART
									27		13.1	SETTERS
			5.04			9.08	5.42	45	9		15.5	SAXBY
			A 5.15PM			A 9.18PM (8)	Af 5.50AM	71	10	MU	19.8	MANITO
					3.30PM		6.25			SP	35.0	DISHMAN
					3.40		6.32				38.8	EAST SPOKANE
					3.45		6.35				39.6	N. P. CROSSING
			7.00PM	6.00PM	4.00PM				Yard		40.8	SPOKANE YARD
						10.00PM 10.20PM	6.45AM			SN	41.5	SPOKANE
				9.00 PM		11.45 PM				RA	102.7	MARENGO

Two main tracks: N. P. CROSSING, SPOKANE YARD, SPOKANE

EASTWARD SECOND SUBDIVISION

TIME TABLE No. 3 DECEMBER 1, 1945 STATIONS	Distance from Marengo	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS				
				16	8	464	392	64		
				Passenger	Passenger	Time Freight	Way Freight	Time Freight		
				Daily	Daily	Daily Except Monday	Mon. Wed. Fri.	Daily		
PLUMMER JUNCTION	102.7	JKRWXY	Continuous	A 8.25AM	As 9.53PM			A 12.35AM		
6.4										
WORLEY	96.3	P	8.00 AM to 5.00 PM	8.13	s 9.42			12.05		
1.4										
MOZART	94.9	P	No Office	8.11	9.37			12.01AM		
5.3										
SETTERS	89.6	P	No Office							
2.4										
SAXBY	87.2	P	No Office	8.02	9.25			11.43		
4.3										
MANITO	82.9	JRVXY	Continuous	L 7.55AM	Lf 9.18PM (15)			L 11.25PM		
15.2										
DISHMAN	67.7	K			f 8.46		9.30AM			
3.8										
EAST SPOKANE	63.9				8.37		9.20			
0.8										
N. P. CROSSING	63.1		Via U. P. R. R.		8.35		9.15			
1.2										
SPOKANE YARD	61.9					5.30 AM	9.05AM	9.30PM		
0.7										
SPOKANE	61.2	BKORTVWZ		7.15 AM 6.45 AM	8.30PM					
61.2										
MARENGO	0.0	JRVWXY	Continuous	5.15 AM		3.30 AM				

Two main tracks: N. P. CROSSING, SPOKANE YARD, SPOKANE

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Plummer Jct. and Manito	70 mph.	50 mph.
Over Bridge EE1230 ¼ Mi. East of Manito	30 mph.	30 mph.
Around curve ½ Mi. West of Plummer Jct.	30 mph.	25 mph.
Trains handling logs except when loaded on staked cars	.....	30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

NO. 8 WILL TAKE SIDING AT MANITO FOR NO. 15

This time-table confers no authority between Manito and Marengo. Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Manito and Plummer Jct.

The time of Trains No. 7, No. 15, No. 63, No. 16, No. 8, and No. 64 at Plummer Jct. applies at the Junction Switch.

No. 15 will stop on signal at Plummer Jct. and Worley for revenue passengers destined west of Spokane, or to discharge passengers from Missoula and East.

No. 16 will stop on signal at Worley and Plummer Jct. for revenue passengers destined Missoula and East or to discharge passengers from points west of Spokane.

SECOND CLASS	FIRST CLASS	Capacity in cars		Distance from Malden	TIME TABLE No. 3 DECEMBER 1, 1945 STATIONS	Distance from Othello	See Rule 6-A	Office open week days	FIRST CLASS	SECOND CLASS
263	15								16	264
Time Freight Daily	Passenger Daily	Sidings	Other tracks						Passenger Daily	Time Freight Daily
L 1.00PM			Yard	0.0	M MALDEN	103.4	BHKRWX	Continuous		A 5.20AM
					3.6					
1.17			25	3.6	PINE CITY	99.8		No Office		5.00
					2.0					
1.27		66	30	5.6	KENOVA	97.8	P	No Office		4.55
					5.7					
1.54		72	20	11.3	ROCK LAKE	92.1	P	No Office		4.40
					5.7					
2.21		110	20	17.0	LAVISTA	86.4	P	No Office		4.23
					2.2					
2.31		43	8	19.2	WN EWAN	84.2	PW	7.00 AM to 4.00 PM		4.18
					10.4					
2.55		110	35	29.6	REVERE	73.8	P	No Office		4.01
					4.1					
3.10		68	16	33.7	PAXTON	69.7	P	No Office		3.50
					10.3					
4.30	L 11.48PM	96	50	44.0	RA MARENGO	59.4	JRVWXY	Continuous	As 5.05AM	3.30
					5.9					
4.54	11.56	67		49.9	HILLCREST	53.5	P	No Office	4.50	2.45
					3.6					
5.08	12.01AM	115	30	53.5	RALSTON	49.9	PW	No Office	4.45	2.35
					5.0					
			20	58.5	PIZARRO	44.9	P	No Office		
					4.8					
5.48	12.14	67	15	63.3	VASSAR	40.1	P	No Office	4.30	2.10
					4.7					
6.07	s 12.25	110	30	68.0	NE LIND	35.4	P	12.01AM to 4.00PM	s 4.22	1.55
					8.0					
6.39	12.37	63	12	76.0	SERVIA	27.4	P	No Office	4.10	1.35
					4.0					
7.00	12.44	110	25	80.9	ROXBORO	22.5	P	No Office	4.04	1.15
					9.7					
7.40	264 12.59	124	25	90.6	WX WARDEN	12.8	JPWY	Continuous	3.52	15 12.59
					8.8					
8.15	1.13	67	30	99.4	NOVARA	4.0	P	No Office	3.39	12.40
					4.0					
A 8.30PM	As 1.25AM		Yard	103.4	SO OTHELLO	0.0	BEHKORTWX	Continuous	L 3.32AM	L 12.30AM

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Malden and M.P. 1892	55 mph.	50 mph.
Between M.P. 1892 and 1899	30 mph.	30 mph.
Between M.P. 1899 and Marengo	50 mph.	40 mph.
Between Marengo and Lind	65 mph.	50 mph.
Between Lind and Othello	60 mph.	45 mph.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in cars	Miles	Direction	Station
Carlmar	5	3.0	East	Marengo
East Elevator	18	1.0	East	Lind
Hole Track	140	1.7	West	Lind

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Malden and Marengo. Train Order Signals are also used as Block Signals.

Automatic Block System is in use between Marengo and Othello.

Rule G-317 applies at Malden and Marengo.

The time of eastward trains departing from Othello applies at the east crossover, located 1275 feet east of depot.

Under train order meets or waits, westward trains entering Othello will take siding at this crossover unless otherwise designated in the orders.

No. 15 will stop on signal at Ralston, Roxboro and Warden, to let off revenue passengers from Spokane and east, and pick up revenue passengers destined Seattle and west.

No. 16 will stop on signal at Warden, Roxboro and Ralston to pick up revenue passengers destined Spokane and east, and let off revenue passengers from Seattle and west.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

TIME TABLE No. 3

DECEMBER 1, 1945

SECOND CLASS		Capacity in cars				STATIONS				THIRD CLASS	
	103									102	
	Mixed									Mixed	
	Daily Except Sunday	Sidings	Other tracks	Telegraph calls	Distance from St. Maries		Distance from Elk River	See Rule 6-A	Office open week days	Daily Except Sunday	
	L 9.30AM		Yard	CB	0.0	**ST. MARIES**	72.2	BHJKORWXYZ	Continuous	As 4.15PM	
						9.4					
	f 10.00	12			9.4	**LOTUS**	62.8	P	No Office	f 3.41	
						1.7					
	f 10.10	43	30		11.1	**ALDER CREEK**	61.1	P	No Office	f 3.35	
						2.4					
	f 10.25	25			13.5	**ROVER**	58.7	P	No Office	f 3.26	
						6.1					
	f 10.50	47			19.6	**MASHBURN**	52.6	P	No Office	f 3.05	
						3.5					
	f 11.05	10	15		23.1	**SANTA**	49.1	P	No Office	f 2.53	
						2.0					
	f 11.12	30	25		25.1	**TYSON CREEK**	47.1	P	No Office	f 2.46	
						2.0					
	s 11.20	24			27.1	**FERNWOOD**	45.1	PW	No Office	f 2.39	
						2.0					
		38			29.1	**CARPENTER CREEK**	43.1	PY	No Office		
						2.6					
	f 11.35	36			31.7	**EMERALD CREEK**	40.5	P	No Office	f 2.23	
						5.2					
	s 12.10PM	30	90	CA	36.9	**CLARKIA**	35.3	PX	7.00 AM to 4.00 PM	s 2.05	
						7.9					
	f 12.40	16			44.8	**SHERWIN**	27.4	P	No Office	f 1.40	
						5.6					
	Af 12.58PM				50.4	**PURDUE**	21.8	JVX	No Office	Lf 1.20PM	
						PURDUE			Via W. L & M. R. R.		
						2.0					
	As 1.05PM					**BOVILL**				L 1.15PM	
		50	120	BO	52.4	**BOVILL**	19.8	JRVWXY	8.00 AM to 5.00 PM		
						8.7					
		11			61.1	**NEVA**	11.1	P	No Office		
						9.2					
		12			70.3	**JERSEY**	1.9		No Office		
						1.9					
		11	25		72.2	**ELK RIVER**	0.0	PRWXY	No Office		

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between St. Maries and Elk River	30 mph.	25 mph.
Around sharp curves	20 mph.	15 mph.

Over bridges EE-504, EE-506 and EE-508 between Lotus section house and Rover, and EE-550 2½ miles west of Emerald Creek 15 miles per hour. Engines must not be doubleheaded over these bridges.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Purdue and Bovill. W. L. & M. Ry. time-table and rules govern.

Trains need not obtain Clearance Form A at Elk River.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Cardwell	14	1.0	West	Rover
Wayland	43	1.5	West	Mashburn
Renfrew	19	0.5	West	Santa
Childs Creek	25	0.8	West	Emerald Creek
Owens	5	7.1	West	Bovill
Kameron	20	4.0	West	Neva

SECOND CLASS 95	SECOND CLASS 291	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Dishman	TIME TABLE No. 3 — DECEMBER 1, 1945 — STATIONS	Distance from Metaline Falls	See Rule 6-A	Office open week days	SECOND CLASS 292	THIRD CLASS 96
G.N. Freight Daily Except Sun.	Way Freight Mon. Wed. Frl.									Way Freight Tues. Thurs. Sat.	G.N. Freight Daily Except Sun.
	L 10.30AM	40	110	SP	0.0	DISHMAN	120.1	JRVWXY	Continuous	A 3.15PM	
	10.50		18		5.7	5.7 GREENACRES	114.4		No Office	2.55	
L 11.30AM	11.05	45	90		11.7	6.0 SPOKANE BRIDGE	108.4	PR	No Office	2.40	A 4.30PM
A 11.40AM	11.30	44	22		15.0	3.3 McGUIRES	105.1	JPXVR	No Office	2.30	L 4.20PM
					16.5	1.5 (N. P. Crossing) (S. L. Crossing) 0.1	103.6		No Office		
	11.40	29	5		16.6	GRAND JUNCTION	103.5	VX	No Office	1.45	
	11.55	30			23.3	6.7 RATHDRUM	96.8	PV	No Office	1.20	
	12.20PM	30			24.7	11.4 JENIDA	85.4	P	No Office	12.45	
	12.30	40	14		27.1	2.4 SPIRIT LAKE	83.0	PW	No Office	12.30	
	1.01	34			44.7	7.6 BLANCHARD	75.4		No Office	12.01PM	
	1.11		8		50.5	5.8 TWEEDIE	69.6	P	No Office	11.45	
	1.50	28	65	NR	59.0	8.5 NEWPORT	61.1	VWXZ	7.00AM to 4PM	11.30	
	2.12	20			71.0	12.0 DALKENA	49.1	P	No Office	9.65	
	2.27	36	20		76.2	5.2 USK	43.9	PXY	No Office	9.40	
	2.45		45	CU	78.1	1.9 CUSICK	42.0	X	8.00 AM to 5.00 PM	9.30	
	3.08	15			88.3	10.2 JARED	31.8	P	No Office	8.55	
	3.20		12		93.3	5.0 RUBY	26.8	P	No Office	8.45	
	3.30	12			97.0	3.7 BLUESLIDE	23.1	P	No Office	8.35	
	3.40	20			100.9	3.9 LOST CREEK	19.2	P	No Office	8.25	
	3.50	12			106.6	5.7 TIGER	13.5	P	No Office	8.10	
	4.10	28	21		110.6	4.0 IONE	9.5	PW	No Office	8.00	
	A 4.40PM	20	180	MF	120.1	9.5 METALINE FALLS	0.0	KRXY	7.00AM to 4.00PM	L 7.30AM	

MAXIMUM SPEED PERMISSIBLE

	Pass. trains	Freight trains
Between Dishman and McGuires	30 mph.	25 mph.
Between McGuires and Ione	45 mph.	40 mph.
Between Ione and Metaline Falls	30 mph.	25 mph.
On curve 1½ Mi. West of Newport	25 mph.	20 mph.
Trains handling logs		30 mph.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

All trains will register at McGuires. Great Northern trains will, in addition, register at Spokane Bridge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Opportunity	28	2.0	West	Dishman
Beralloy	8	3.3	West	Dishman
Vera	14	4.5	West	Dishman
Arturdee	3	2.5	West	Greenacres
Sachwell	3	3.7	West	Grand Jct.
Seasons	2	4.1	East	Jenida

Name	Cap. In Cars	Miles	Direction	Station
Anderson	2	3.0	West	Blanchard
Calispel	8	0.6	West	Cusick
Sand Creek	5	5.3	West	Ione

WESTWARD — SIXTH SUBDIVISION — EASTWARD

TIME TABLE No. 3
DECEMBER 1, 1945

SECOND CLASS 95 G.N. Freight Daily Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from McGuires	STATIONS	Distance from Coeur d'Alene	See Rule 6-A	Office open week days	THIRD CLASS 96 G.N. Freight Daily Except Sun.
L				0.0	**McGUIRES**	10.4	JPXR	No Office	A 4.20PM A
					1.8				
11.45	16			1.8	**POST FALLS**	8.6		No Office	4.10
					(O. M. Co. Crossing) 4.4				
11.55		50		6.2	**HUETTERS** (N. P. Crossing)	4.2	M	No Office	3.50
					0.9				
12.05PM				7.1	**ATLAS**	3.3		No Office	3.40
					1.6				
A 12.30PM	18			8.7	**GIBBS**	1.7	VXZ	No Office	L 3.30PM
					1.7				
A		20	CD	10.4	(G. N. Crossing) **COEUR D'ALENE**	0.0	BRVXY	8.00 AM to 5.00 PM	L

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at McGuire's.

At Huetters the Ohio Match Co. R. R. crossing is protected by gates normally set for movement on C. M. St. P. & P. R. R. tracks.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

TIME TABLE No. 3
DECEMBER 1, 1945

SECOND CLASS 303 Mixed Fridays only	315 Mixed Daily Exc Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Warden	STATIONS	Distance from Marcellus	See Rule 6-A	Office open week days	THIRD CLASS 316 Mixed Daily Exc Sunday	304 Mixed Fridays only
L 7.00AM	L 5.00PM			WX	0.0	**WARDEN**	46.9	JPRWY	8.00 AM to 5.00 PM	As 9.30PM	As 1.30PM
						8.2					
f 7.25	As 5.30PM	23			8.2	**TIFLIS**	38.7	JPY	No Office	L 8.50PM	f 12.50
						8.0					
f 7.55		23			16.2	**RUFF**	30.7	PW	No Office		f 12.20PM
						5.8					
f 8.15		23			22.0	**MOODY**	24.9	P	No Office		f 11.55
						5.0					
f 8.35		23			27.0	**BATUM**	19.9	P	No Office		f 11.35
						3.9					
f 8.50		23			30.9	**LAUER**	16.0	P	No Office		f 11.20
						6.8					
f 9.15		23			37.7	**SCHOONOVER**	9.2	P	No Office		10.55
						4.4					
f 9.35		23			42.1	**PACKARD**	4.8	P	No Office		f 10.35
						4.8					
As 304 9.55AM		37			46.9	**MARCELLUS**	0.0	PWY	No Office		L 303 10.15AM

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Marcellus.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Laing—Capacity, 6 cars.....4.6 miles west of Tiflis

Jantz—Capacity, 11 cars.....4.2 miles west of Lauer

Schafer—Capacity, 10 cars.....2 miles west of Packard

Parnell—Capacity, 14 cars.....2.5 miles east of Ruff

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

TIME TABLE No. 3
DECEMBER 1, 1945

SECOND CLASS 315 Mixed Daily Exc Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Tiflis	STATIONS	Distance from Moses Lake	See Rule 6-A	Office open week days	THIRD CLASS 316 Mixed Daily Exc Sunday
L 5.30PM		15		0.0	**TIFLIS**	15.0	JPY	No Office	As 8.50PM
					6.0				
f 5.45		4		6.0	**SIELER**	9.0		No Office	f 8.30
					5.0				
f 5.59	25			11.0	**GOODRICH**	4.0		No Office	f 8.10
					4.0				
As 6.15PM	6	55	NP	15.0	**MOSES LAKE**	0.0	RPXY	8.00 AM to 5.00 PM	L 8.00PM

Maximum Speed Permissible—25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains need not obtain Clearance Form A at Tiflis or Moses Lake

YARD LIMITS AT

Avery—Extend from 657 ft. east of east switch to 4072 ft. west of west switch.

St. Maries—Extend from 1924 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on 1st subdivision, and to 2714 ft. west of west wye switch on 4th. subdivision.

Plummer Jct.—Extends from 4591 ft. east of Jct. switch to 1655 ft. west of west switch on 1st subdivision, and to 2084 ft. west of west wye switch on 2nd subdivision.

Malden—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.

Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.

Othello—Extend from 3503 ft. east of east switch to 2235 ft. west of west switch.

Moses Lake—Extend from 2000 ft. east of east wye switch to Airbase.

Clarkia—Extend from 1060 ft. east of east switch to 839 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—Extend from 5448 west of west switch to Union Pacific R. R. connection.

McGuires & Grand Jct.—Extend from 2004 ft. east of east switch McGuires to 2010 ft. west of west switch Grand Jct. on 5th. subdivision and to 4342 ft. west of junction switch on 6th. subdivision.

Newport—Extend from 1993 ft. east of east switch to 2010 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.

Gibbs & Coeur d'Alene—Extend from 2640 ft. east of Gibbs to end of tracks at Coeur d'Alene, including joint track to Rutledge mill.

FREIGHT TONNAGE RATINGS

EASTWARD	OTHELLO TO AVERY	ELK RIVER TO BOVILL	BOVILL TO SHERWIN	CHESTER TO MANITO	MANITO TO PLUMR. JCT.	NEWPORT TO TWEEDIE	COLEMAN TO JENIDA	
N-3	5543	1112	1400	1700	3574	3771	2815	
C-3	3018	615	788	933	1950	2057	1539	
F-5	2706	523	681	813	1735	1832	1362	
F-6	3000			1110	1935			
S-1	4000			1360	2500			
5400 H.P. DIESEL	6800			3000	5500			

WESTWARD	RAMSDELL TO SORRENTO	MARENGO TO HILLCREST	PLUMR. JCT. TO WORLEY	WORLEY TO SPOKANE	SPOKANE TO CHENEY	KEELER TO ELK RIVER	RATHDRUM TO JENIDA	ALDER CRK. TO ROVER
N-3	2815	3771	2815	3771	2806	1112	2815	1400
C-3	1539	2057	1539	2057	2079	615	1539	788
F-5	1462	1832	1462	1832	1853	523	1462	681
F-6	1675	2050	1700	2050	2100			
S-1	1920	2700	1920	2700	2750			
5400 H.P. DIESEL	4600	8400	4600	5600	6000			

Dispatcher may increase or decrease above tonnage ratings as may be necessary.

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-2 .....216 tons
F-5 .....205 tons
C-5 .....189 tons
I-5 .....104 tons
N-3 .....370 tons
K-1 .....182 tons
S-1 .....400 tons
F-6 .....327 tons
DE-5400 H.P. .....462 tons

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. H. Eugene Allen.....Chief Surgeon.....Seattle
Dr. C. A. Robins.....District Surgeon.....St. Maries
Dr. Carroll Smith.....Oculist.....Spokane

HOSPITALS

St. Maries.....St. Maries Hospital
Spokane.....(Deaconess Hospital
(St. Luke's Hospital

Stretchers are located as follows: Avery, St. Joe, St. Maries, Plummer Jct., Rosalia, Malden, Bovill, Elk River, Spokane, Spirit Lake, Lind, Othello.

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
St. Maries	Dr. C. A. Robins	Local Surgeon	119	267
Tekoa	Dr. C. B. Clizer	" "	15	15X
Rosalia	Dr. L. A. Quaife	" "	2504	2502
Spokane	Dr. J. M. Finney	" "	Main 6973	Riverside 0797
Spokane	Dr. J. M. Nelson	Asst. "	Main 5351	Lakeview 3561
Ione	Dr. G. Moulton Richards	" "	5	11
Coeur d'Alene	Dr. J. T. Wood	" "	29X	29

SUNDAY & HOLIDAY HOURS AT STATIONS

Avery.....Continuous
Calder.....8:00 AM to 11:00 AM
St. Maries.....Continuous
Plummer Jct.....Continuous
Malden.....Continuous
Manito.....8:00 AM to 11:00 AM
4:00 PM to 11:59 PM
Spokane.....Continuous
Marengo.....Continuous
Othello.....Continuous
Warden.....12:01 AM to 8:00 AM
Lind.....12:01 AM to 8:00 AM

Other Stations Closed.

WATCH INSPECTORS

National Railway Time Service Co.....Chief Inspectors
58 East Washington Street, Chicago, Ill.

St. Maries.....F. W. Krasselt
Rosalia.....H. Fulner
Spokane.....408 Riverside Ave., Nelson Jewelry Co.
Malden.....Pacific Watch Co.
Othello.....Pacific Watch Co.
Seattle.....414 Pike St., Weisfield & Goldberg, Inc.
Tacoma.....1105 Broadway, A. A. Mierow
Newport.....A. F. Benson

W. A. MONROE,
C. A. OLSON,
A. D. BRUNEAU,
D. W. AMICK,
S. B. McGINN,
R. C. GAYNOR,
Train Dispatchers.

F. B. BEAL,
Chief Dispatcher.

E. D. JEFFERSON,
C. J. SHOOK,
Traveling Engineers and
Assistant Trainmasters.

D. W. MATTHEWS,
Asst. Trainmaster.

C. R. MORISETTE,
R. B. CRAIG, SR.,
F. E. DEVLIN,
Trainmasters.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G4 Employes are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G8 When descending the gangway steps, employes must face the engine.

G9 Employes should step over track rails or other similar objects except when necessary to obtain secure footing.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employes are prohibited from riding:

On engine footboards between engine and car when cars are being pushed.

On leading footboard while coupling engine to cars.

On engine pilot.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engines.

G13 Except in case of accident or when necessary to perform work on the engine that must be attended to immediately, engineers and firemen are prohibited from going out the side or front of cab of engines that are in motion. When necessary to go outside, extreme caution must be exercised to prevent injury.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.
This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel

engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers---4½ inches.

All other Diesel engines and Gas-Electric motor cars ----------3 inches.

When operating through water under own power, controller should be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 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.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned 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 fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one 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.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the C.T.C. When the C.T.C. is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station, location of control station will be designated by special instructions.

(d) Trains or engines must not enter C.T.C. territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663(A), 663(B) and 663(C).

GENERAL SPEED RESTRICTIONS

G24 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 a different speed is authorized by bulletin or train order.

G25 Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 The following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment	MPH
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale test cars	30
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power	35
General Electric 44-ton Diesel: When dead in train	30
When under own power	35

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

G34 Spring switches:
Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

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 switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

ALL SUBDIVISIONS

X-1 When practicable, locomotive cranes, Jordan spreaders, shovels, pile drivers, and ditching machines, will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment and steam derricks must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Tracks	On Curves
1st, 2nd, and 3rd Subdivisions	35 MPH	25 MPH
4th, 6th, 7th and 8th Subdivisions	20 MPH	15 MPH
5th Subdivision	25 MPH	20 MPH

X-2 The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 miles per hour.

X-3 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.

X-4 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with black figures placed at a forward angle of 45° on the right hand side of the track indicates that the permissible speed beginning 3000 feet distant corresponds in miles per hour to the figures shown. The outside figures on each sign apply to the movement of freight trains and those nearest the track apply to passenger trains. A yellow sign with black letters "R.S." and placed in a vertical position on the right hand side of the track indicates that normal speed may be resumed.

These signs do not apply to trains which, by time-table or other instructions, are restricted to a slower speed.

X-5 The RS-12 sign located just east of Plummer Junction, governing westward trains, applies only to trains entering 2nd Subdivision.

X-6 All spring switches, except at the west end of Ramsdell siding and west switch Marengo, are equipped with facing point locks permitting maximum permissible speed in the territory involved while moving against the point. The speed must not exceed 25 miles per hour while moving against the points at Ramsdell and Marengo.

X-7 The speed of engines when running backward, either light or handling trains must not exceed 25 MPH on tangent track and 20 MPH on curves.

X-8 Trains handling logs must stop before passing through Bridge 508 at Rover and make inspection of the loads of logs, setting out any which may be spread so they will not clear the bridge.

X-9 At St. Maries, Plummer Junction, Manito, and Marengo trains, other than those displaying signals for a following section, may register by register ticket.

X-10 At the following stations, the siding is also used as a house track; the train Dispatcher need not be notified when cars are left on any of these sidings:

1st Subdivision .....Seabury

3rd Subdivision .....Ewan

4th, 5th, 6th, 7th and 8th Subdivision..All Stations

X-11 S-1 and F-6 engines must not be operated on industry tracks or spurs nor on Lind hole track, Rosalia hole track, St. Maries rip, mill or Milwaukee Lumber spur tracks and wye at Warden.

X-12 The Washington State Law governing movements of trains over railroad crossings at grade is as follows: "Trains shall stop at railroad crossings; all railroads and street railroads operating in this State shall cause their trains and cars to come to a full stop at a distance not greater than 500 ft. before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signalmen, interlocking plants or gates."

X-13 Ten-minute fusees should be used on First, Second, and Third Subdivisions, and five-minute fusees on other Subdivisions.

X-14 In addition to those designated in the time table, standard clocks are located in Train Dispatcher's office and Roundhouse office at Spokane.

X-15 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 DO SO.

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train Dispatcher must be notified from the first point of communication.

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 necessary instructions.

In case of fire, extinguishers filled with carbon tetra-chloride only should be used, if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure 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.