

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

## IDAHO DIVISION

# TIME TABLE NO. 9

Taking effect at 12:01 A. M.

Pacific Standard Time

**Friday, June 19, 1953**

For the government and information  
of employes only

**L. V. ANDERSON,**  
Superintendent of Transportation

**C. A. NUMMERDOR,**  
General Superintendent of Transportation

**S. E. HERZOG**  
Superintendent

**C. E. CRIPPEN**  
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
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
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

SHAW & BORDEN CO. 308868

SECOND CLASS		FIRST CLASS		Capacity in cars		Distance from Avery	TIME TABLE No. 9 June 19, 1953 STATIONS	Distance from Malden	See Rule 6-A	Office Hours Also See Page 3	FIRST CLASS		SECOND CLASS	
63	263	15	17	Sidings	Other trucks						18	16	64	264
Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily	
	L 5.30PM	L 9.45PM	L 6.00PM		YARD	0.0	NF AVERY	108.8	BHK ORTWX	Continuous	As 11.15AM	As 2.05AM		A 6.01AM
	5.45	9.55	6.10	59	20	5.3	ETHELTON	103.5	P	No Office	11.02	1.52		5.50
					31	13.0	MARBLE CREEK	95.8	P	No Office				
	6.05	10.13	6.28	120	15	13.8	POCONO	95.0	P	No Office	10.44	1.34		5.30
	<sup>17</sup> 6.25 6.44		<sup>263</sup> 6.43	127	25	22.4	CR CALDER	86.4	PW	6.45AM to 3.45PM Excp. Sat. & Sun.	f 10.30	1.20		5.10
	7.15	10.46	f 7.03	124	19	33.3	ST. JOE	75.5	P	No Office	f 10.09	1.01		4.40
	7.30	10.56	7.13	60		39.9	OMEGA	68.9	P	No Office	9.58	12.51		4.20
L 8.20PM	8.01	11.06	s 7.25	103	YARD	45.4	CB ST. MARIES	63.4	BHJK ORWXYZ	Continuous	s 9.48	12.41	A 2.30AM	4.01
	8.35	11.14	7.33	60	65	51.3	RAMSDELL	57.5	P	No Office	9.38	12.34	2.15	3.30
	9.02	11.26	7.45	94	11	57.2	PEDEE	51.6	P	No Office	9.26	12.22	2.00	3.05
A 9.35PM	8.59	A 11.43PM	Af 8.02PM	121	76	64.4	WJ PLUMMER JUNCTION	44.4	JKR VWXY	Continuous	L 9.10AM	L 12.06AM	L 1.35AM	2.45
	9.20			60	24	72.0	MOWRY	38.8	P	No Office				2.25
	9.35			113	28	80.1	TK TEKOA	28.7	PW	7.00AM to 4.00PM Excp. Sat. & Sun.				2.01
	9.50			23		87.3	SEABURY	21.5	P	No Office				1.35
	10.05			110	22	93.2	PANDORA	15.6	P	No Office				1.15
	10.20			51	21	99.7	ROSALIA	9.1	PV	No Office				12.55
	10.40			28		105.2	SQUAW CANYON	3.6	P	No Office				12.35
A 11.01PM					YARD	108.8	M MALDEN	0.0	BHK RWXY	Continuous				L 12.20AM

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Passenger trains must not exceed a maximum speed of 70 M. P. H., other trains 45 M. P. H. between Avery and Plummer Jct. Passenger trains must not exceed a maximum speed of 50 M. P. H., other trains 40 M. P. H. between Plummer Jct. and Malden. See special instructions G-33.

Automatic block system is in use between Avery and a point 2,902 feet west of Sorrento tunnel No. 41. Manual block system is in use between Plummer Jct. and Malden.

Rule 319 (A) applies at Malden and Plummer Jct.

The time of Trains Nos. 15, 17, 63, 16, 18 and 64 at Plummer Jct. applies at the junction switch.

### INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in Cars	Miles	Direction	Station
Hoyts Spur	5	0.5	West	Ethelton
Ermo	45	0.2	West	Pocono
Sorrento	11	4.5	West	Plummer Jct.
Wallner	4	2.0	East	Tekoa
Lone Pine	17	2.0	West	Tekoa
Williams	3	2.6	East	Rosalia

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

SECOND CLASS		FIRST CLASS		Capacity in cars		Distance from Plummer Junction	TIME TABLE No. 9 June 19, 1953	Distance from Marenco	See Rule 6-A	Office Hours Also See Page 8	FIRST CLASS		SECOND CLASS	
63	391	17	15	Sidings	Other tracks						18	16	392	64
Time Freight	Way Freight	Passenger	Passenger								Passenger	Passenger	Way Freight	Time Freight
Daily	Daily Exc. Sunday	Daily	Daily				<b>STATIONS</b>				Daily	Daily	Daily Except Sat.	Daily
L 9.40PM		L 8.02PM	L 11.43PM			0.0	WJ PLUMMER JUNCTION 6.4	102.7	JKR VWXY	Continuous	A 9.10AM	A 12.06AM		A 1.15AM
9.58		f 8.12				6.4	WY WORLEY 1.4	96.3	P	8.00AM to 5.00PM Excp. Sat. & Sun.	5 8.59			1.01
10.02		8.14	16 11.54	94		7.8	MOZART 5.3	94.9	P	No Office	8.56	15 11.54		12.56
				23		13.1	SETTERS 2.4	89.6	P	No Office				
10.24		8.24	12.04AM	42	8	15.5	SAXBY 4.3	87.2	P	No Office	8.47	11.42		12.40
A 10.35PM		A 8.32PM	A 12.10AM	66	8	19.8	MU MANITO 15.2	82.9	JRVXY	8.00PM to 2.00AM 2.00AM to 10.00AM	L 8.41AM	L 11.36PM		L 12.10AM
	3.30PM					35.0	SP DISHMAN 3.8	67.7	K				7.20AM	
						38.8	EAST SPOKANE 0.8	63.9		Via U. P. R. R.				
						39.6	N. P. CROSSING 1.2	63.1						
12.10AM	4.00PM					40.8	SPOKANE YARD 0.7	61.9					7.00AM	9.30PM
		9.15PM 9.40PM	12.55AM 1.05AM			41.5	SN SPOKANE 61.2	61.2	BKO RTVWZ	Two main tracks	8.00AM 7.30AM	10.55PM 10.45PM		
		11.15PM	2.35AM			102.7	RA MARENCO	0.0	JRVWXY	Continuous	5.55AM	9.15PM		

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Passenger trains must not exceed a maximum speed of 70 M. P. H., other trains 50 M. P. H. See special instructions G-33.

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

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

The time of Trains Nos. 15, 17, 63, 16, 18, and 64 at Plummer Jct. applies at the junction switch.

Trains cannot meet at Worley.

**OFFICE HOURS NOT OTHERWISE SHOWN**

STATION	SATURDAY	SUNDAY	MONDAY	HOLIDAY
Clarkia	Hours as shown in timetable are in effect June 1 to November 1.			

SECOND CLASS	FIRST CLASS		Capacity in cars		Distance from Malden	TIME TABLE NO. 9 June 19, 1953	Distance from Othello	See Rule 6-A	Office Hours	FIRST CLASS		SECOND CLASS
	263	17	15	Sidings						Other tracks	18	16
Time Freight	Passenger	Passenger				STATIONS			Also See Page 3	Passenger	Passenger	Time Freight
Daily	Daily	Daily								Daily	Daily	Daily
L 11-20PM				Yard	0.0	M MALDEN	103.4	BHKRWXY	Continuous			A 12-01AM
11-30				27	3.6	3.6 PINE CITY	99.8		No Office			11-50
<sup>264</sup> 11-44			58	24	5.6	5.7 KENOVA	97.8	P	No Office			<sup>263</sup> 11-44
12-01AM			63	17	11.3	5.7 ROCK LAKE	92.1	P	No Office			11-35
12-20			112	19	17.0	5.7 LAVISTA	86.4	P	No Office			11-21
12-35			26	9	19.2	2.2 WN EWAN	84.2	PW	No Office			11-15
1-01			110	31	29.6	4.1 REVERE	73.8	P	No Office			10-58
1-15			61	17	33.7	10.3 PAXTON	69.7	P	No Office			10-44
2-01	L 11-18PM	L 2-35AM	87	41	44.0	5.9 RA MARENGO	59.4	JRVWXY	Continuous	As 5-50AM	A 9-15PM	10-25
2-15	11-27	2-42	59		49.9	3.6 HILLCREST	53.5	P	No Office	f 5-38	9-05	10-01
2-25	f 11-33	2-46	107	28	53.5	5.0 RALSTON	49.9	PW	No Office	f 5-33	9-01	9-55
				17	58.5	4.8 PIZARRO	44.9	P	No Office			
2-45	11-44	2-56	61	12	63.3	4.7 VASSAR	40.1	P	No Office	5-22	8-51	9-37
<sup>15</sup> 2-53 3-02	s 11-52	<sup>263</sup> 3-01	109	33	68.0	8.0 NE LIND	35.4	P	7.00AM to 4.00PM Ex. Sat. & Sun.	s 5-15	8-46	9-28
3-16	12-02AM	3-09	63	7	76.0	4.9 SERVIA	27.4	P	No Office	f 4-56	8-33	9-01
3-25	f 12-08	3-14	117	29	80.9	9.7 ROXBORO	22.5	P	No Office	s 4-46	8-24	8-45
3-43	s 12-21	3-24	118	26	90.6	8.8 WX WARDEN	12.8	JPWY	7.00AM to 4.00PM Excp. Sat. & Sun.	L 4-30AM	L 8-10PM	L 8-01PM
4-02	12-33	3-34	60	26	99.4	4.0 NOVARA	4.0	P	No Office		<sup>264</sup> 8-16	<sup>16</sup> 8-17 8-10
A <sup>18</sup> 4-15AM	As 12-45AM	As 3-45AM		Yard	103.4	SO OTHELLO	0.0	BHKORTWX	Continuous	L 4-30AM	L 8-10PM	L 8-01PM

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Between Malden and Marengo passenger trains must not exceed a maximum speed of 55 M. P. H., other trains 40 M. P. H. Between Marengo and Hillcrest passenger trains 65 M. P. H., other trains 50 M. P. H. Between Hillcrest and Othello passenger trains 70 M. P. H., other trains 50 M. P. H. Trains Nos. 15 and 16 between Marengo and Hillcrest 70 M. P. H. and between Hillcrest and Othello 79 M. P. H. See special instructions G-33.

Manual Block System is in use between Malden and Marengo.

Automatic Block System is in use between Marengo and Othello.

Rule 319(A) 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.

#### INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in cars	Miles	Direction	Station
Carlmar	5	3.0	East	Marengo
East Lind	16	0.6	East	Lind
Hole Track	162	1.7	West	Lind

SECOND CLASS		Capacity in cars				Telegraph calls	Distance from St. Maries	TIME TABLE NO. 9 June 19, 1953			Distance from Elk River	See Rule 6-A	Office Hours Also See Page 3	THIRD CLASS	
103	Way Freight Daily Except Saturday	Sidings	Other tracks	Yard	STATIONS			102	Way Freight Daily Except Sunday						
L	8.15AM				CB	0.0	ST. MARIES	72.2	BHJKORWXYZ	Continuous	A	5.20PM			
	8.35	11				9.4	LOTUS	62.8	P	No Office		4.50			
	8.45	40	20			11.1	ALDER CREEK	61.1	P	No Office		4.40			
	8.55	24				13.5	ROVER	58.7	P	No Office		4.30			
	9.15	43				19.6	MASHBURN	52.6	P	No Office		4.15			
	9.20	39				21.1	WAYLAND	51.1	P	No Office		4.10			
	9.30	6	16			23.1	SANTA	49.1	P	No Office		4.01			
	9.40	25	43			25.1	TYSON CREEK	47.1	P	No Office		3.50			
	9.55	23	6			27.1	FERNWOOD	45.1	PW	No Office		3.40			
	10.10	33				31.7	EMERALD CREEK	40.5	P	No Office		3.20			
	10.45	25	184		CA	36.9	CLARKIA	35.3	PXY	8.00AM to 5.00PM Excp. Sat. & Sun.		3.05			
	11.01		18			42.6	KEELER	29.6	P	No Office		2.50			
	11.20	30				44.8	SHERWIN	27.4	P	No Office		2.40			
A	11.40AM					50.4	PURDUE	21.8	JVX	No Office	L	2.10PM			
							PURDUE								
A	11.50AM						BOVILL			Via W. I. & M. R. R.	L	2.01PM			
		38	57		BO	52.4	BOVILL	19.8	JRVWXY	8.00AM to 5.00PM Excp. Sat. & Sun.					
		10				61.1	NEVA	11.1	P	No Office					
		17				65.1	KAMERON	7.1		No Office					
		13				70.3	JERSEY	1.9		No Office					
		10	94			72.2	ELK RIVER	0.0	PWXY	No Office					

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Trains must not exceed a maximum speed of 25 M. P. H. between St. Maries and mile post 38.6; 15 M. P. H. between mile post 38.6 and Elk River.

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

Rule 83(B) does not apply at Elk River.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Cap. In Cars	Miles	Direction	Station
Cardwell.....	9	1.0	West	Rover
Renfrew.....	19	0.5	West	Santa
Ryans Spur.....	7	0.4	East	Fernwood
Childs Creek.....	25	0.8	West	Emerald Creek
Jim's Spur.....	3	1.0	West	Emerald Creek

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Dishman	TIME TABLE NO. 9 June 19, 1953	Distance from Metaline Falls	See Rule 6-A	Office Hours Also See Page 8	SECOND CLASS	THIRD CLASS
95	291	Siding	Other tracks							292	96
G.N. Freight Daily Exc. Sunday	Way Freight Daily Except Sat.					Way Freight Daily Exc. Sun.	G.N. Freight Daily Exc. Sunday				
	L 8:30AM	56	143	SP	0.0	DISHMAN	120.1	JRVWXY	Continuous	A 3:01PM	
	8:50		17		5.7	GREENACRES	114.4		No Office	2:40	
L 9:30AM	9:05	41	71		11.7	SPOKANE BRIDGE	108.4	PR	No Office	2:25	A 4:10PM
A 9:40AM	9:20	43			15.0	McGUIRES	105.1	JPXVR	No Office	2:15	L 4:01PM
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6		No Office		
	9:40	25	5	JC	16.6	GRAND JUNCTION	103.5	VX	6:00AM to 3:00PM Exp. Sat. & Sun.	1:45	
	9:55	28			23.3	RATHDRUM	96.8	PV	No Office	1:20	
	10:20	23			34.7	JENIDA	85.4	P	No Office	12:45	
	10:30	40	12		37.1	SPIRIT LAKE	83.0	PW	No Office	12:30	
	10:55	32			44.7	BLANCHARD	75.4		No Office	12:01PM	
	A 292 L 11:30 L 12:05PM	52	84	NR	59.0	NEWPORT	61.1	VWXZ	7:00AM to 4:00PM Exp. Sat. & Sun.	291 11:30	
	12:15		59		63.5	SULLIVAN	56.6	P	No Office	10:15	
	12:30	15			71.0	DALKENA	49.1	P	No Office	9:55	
	12:45	34	19		76.2	USK	43.0	XY	No Office	9:40	
	1:05		48		78.1	CUSICK	42.0	X	No Office	9:30	
	1:30	14			88.3	JARED	31.8	P	No Office	8:55	
	1:42		9		93.3	RUBY	26.8	P	No Office	8:45	
	1:52	7			97.0	BLUESLIDE	23.1	P	No Office	8:35	
	2:01	15			100.9	LOST CREEK	19.2	P	No Office	8:25	
	2:12	8			106.6	TIGER	13.5	P	No Office	8:10	
	2:30	48	11		110.6	IONE	9.5	PW	No Office	8:00	
A 3:00PM		17	183	MF	120.1	METALINE FALLS	0.0	KRXY	6:30AM to 3:30PM Exp. Sunday	L 7:30AM	

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed a maximum speed of 25 M. P. H. between Dishman and McGuires; 30 M. P. H. between McGuires and Ione; 25 M. P. H. between Ione and Metaline Falls.

Great Northern trains only will register at Spokane Bridge.

#### INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in Cars	Miles	Direction	Station
Opportunity	28	0.8	West	Dishman
Cougar	1	2.3	West	Dishman
Vera	14	4.5	West	Dishman
Sachwell	3	3.7	West	Grand Jct.
Seasons	7	4.1	East	Jenida
Calispel	8	0.6	West	Cusick

R. C. GAYNOR  
G. C. COOPER  
G. W. MEALEY  
R. J. FINNEGAN  
V. C. CARROLL  
Train Dispatchers.

R. G. SCOTT,  
L. H. WALLEEN,  
Trainmasters.

R. E. JOINER,  
Chief Dispatcher.  
C. L. SHAW,  
Traveling Engineer and  
Assistant Trainmaster.

**WESTWARD**

**SIXTH SUBDIVISION**

**EASTWARD**

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SECOND CLASS		Capacity in cars		Telegraph calls	Distance from McGuires	TIME TABLE NO. 9 June 19, 1953	Distance from Coeur d'Alene	See Rule 6-A	Office Hours Also See Page 3	THIRD CLASS	
95	G.N. Freight Daily Except Sunday	Sidings	Other tracks							96	G.N. Freight Daily Except Sunday
L 9:40AM				43				0.0	McGUIRES		
9:45			25		1.8	POST FALLS	8.0		No Office	3:40	
9:55			74		6.2	4.4 HUETTERS (N. P. Crossing)	4.2	V	No Office	3:20	
10:05					7.1	0.9 ATLAS	3.3		No Office	3:10	
A 10:30AM			17		8.7	1.6 GIBBS	1.7	VXZ	No Office	L 3:00PM	
			99	CD	10.4	1.7 COEUR D'ALENE	0.0	BRVXY	8:00AM to 5:00PM Excp. Sunday		

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Trains must not exceed a maximum speed of 25 M. P. H.

Rule 83(B) does not apply at McGuires.

**WESTWARD**

**SEVENTH SUBDIVISION**

**EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Warden	TIME TABLE NO. 9 June 19, 1953	Distance from Moses Lake	See Rule 6-A	Office Hours Also See Page 3	THIRD CLASS	
315	303	Sidings	Other tracks							304	316
Mixed	Mixed							WARDEN	23.2		
Fridays only	Daily Exc. Sunday					8.2 TIFLIS	15.0	JPY	No Office	7:50	L 12:50PM
L 7:00AM	L 2:30PM			WX	0.0	0.0 SIELER	9.0		No Office	7:25	
A 7:25AM	2:55		14		8.2	3.0 McDONALD	6.0		No Office	7:15	
	3:15	42			14.2	2.0 GOODRICH	4.0		No Office	7:10	
	3:25	17	2		17.2	4.0 MOSES LAKE	0.0	RPXY	8:00AM to 5:00PM Excp. Sat. & Sun.	L 7:00PM	
	3:30	24	12		19.2						
As 4:00PM	57	350		MO	23.2						

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Trains must not exceed a maximum speed of 25 M. P. H.

Rule 83(B) does not apply at Moses Lake.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Scalley Spur-----0.4 mile west of Sieler

**WESTWARD**

**EIGHTH SUBDIVISION**

**EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tiflis	TIME TABLE NO. 9 June 19, 1953	Distance from Marcellus	See Rule 6-A	Office Hours Also See Page 3	THIRD CLASS	
315	Mixed Fridays only	Sidings	Other tracks							316	Fridays only
L 7:25AM				20				0.0	TIFLIS		
7:55	27				8.0	8.0 RUFF	30.7	W	No Office	12:20PM	
8:15	28				13.8	5.8 MOODY	24.9		No Office	11:55	
8:35	22				18.8	5.0 BATUM	19.9		No Office	11:35	
8:50	22				22.7	3.9 LAUER	16.0		No Office	11:20	
9:15	22				20.5	6.8 SCHOONOVER	9.2		No Office	10:55	
9:35	21				33.9	4.4 PACKARD	4.8		No Office	10:35	
As 9:55AM	25				38.7	4.8 MARCELLUS	0.0	WY	No Office	L 10:15AM	

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Trains must not exceed a maximum speed of 25 M. P. H.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Laing—Capacity, 8 cars-----4.6 miles west of Tiflis      Jantz—Capacity, 12 cars-----4.2 miles west of Lauer  
Parnell—Capacity, 13 cars-----2.5 miles east of Ruff

# 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.

**Emergency Red Rear End Lights.** Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

**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** Employees 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, employees 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 employees are out from between the cars or engines, and under no circumstances must employees 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** Employees 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 using handholds and ladders or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

**G9** Employees must not step on track rails nor other similar objects when it can be avoided.

**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** Employees are prohibited from riding:

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

On leading footboard or pilot steps while coupling engine to cars.

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 or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engine.

**G13** When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running

board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

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 completed 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 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric, electric or Diesel engines.

Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive 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.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

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 Unless otherwise restricted, 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	M.P.H.
Trains handling loaded air dump cars (must stop when meeting trains on double track)-----	25
Work trains with workmen or occupied outfit cars-----	25
Lidgerwood unloaders-----	15
Scale test cars, on branch lines 20, on main line-----	25
Class I engines-----	25
Passenger trains handled or helped by freight engines with single trucks-----	60

F-5 and F-6 engines (on first, second and third sub-divisions) -----	70
K-1 engines on passenger trains (but must not be used except in extreme emergency)-----	45
L-2 and L-3 engines-----	50
S-1 and S-3 engines (on first, second and third sub-divisions) -----	70
Dead engines with side rods disconnected-----	15
Dead engines with side rods in position-----	25
Dead engines with all rods connected, pistons removed and valve motion disconnected-----	45
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 switches, either dead in train or operating under their own power (except 600 H. P. Alco switches 1600 to 1603 inclusive)-----	45
600 H.P. Alco switches, series 1600 to 1603 inclusive-----	40
All 44-ton Diesels:	
When dead in train-----	25
When under own power-----	30

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 or without 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.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

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.

G34(A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being tralled through.

G35 In addition to Consolidated Code Rule 801 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 cars.

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 displayed 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.

G36 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 extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains or arrange for brakemen and sleeping 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 both at stations and on trains when available.

G39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slips Form 3256.

G40 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

X1 Trains handling steam 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 the specified maximum speeds.

	On Tangent Track	On Curves
First Subdivision	35 M.P.H.	25 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.
Third Subdivision	35 M.P.H.	25 M.P.H.
Fourth Subdivision	20 M.P.H.	15 M.P.H.
Fifth Subdivision	25 M.P.H.	20 M.P.H.
Sixth Subdivision	20 M.P.H.	15 M.P.H.
Seventh Subdivision	20 M.P.H.	15 M.P.H.
Eighth Subdivision	20 M.P.H.	15 M.P.H.

X2 Trains handling locomotive cranes, rotary snow plows, Jordan spreaders, shovels, pile drivers and ditching machines 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 Track	On Curves
First Subdivision	35 M.P.H.	25 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.
Third Subdivision	35 M.P.H.	25 M.P.H.
Fourth Subdivision	15 M.P.H.	15 M.P.H.
Fifth Subdivision	25 M.P.H.	20 M.P.H.
Sixth Subdivision	20 M.P.H.	15 M.P.H.
Seventh Subdivision	20 M.P.H.	15 M.P.H.
Eighth Subdivision	20 M.P.H.	15 M.P.H.

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.

X3 (A) All spring switches except as indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 M. P. H. while moving against the points at the following spring switch. (See Special Instruction G34.)  
 Marengo -----West Siding Switch

X4 The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 M. P. H.

The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour on tangent track and 20 miles per hour on curves.

X5 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.

X6 If a train hauled by a Diesel Locomotive is stopped in a tunnel under circumstances where it cannot proceed through or back out of the tunnel promptly, the engine crew will immediately shut down the Diesel engines and in addition, on passenger trains, the Clarkson or other type steam generators. The train crew of passenger trains will promptly shut down Waukesha ice engines and engine generator sets only on those of the following cars which are so equipped, and which may be standing in the tunnel:

Touralux Sleepers	5752, 5753, 5754
Diners	113 and 114
Tap Cars	160 and 161
P&E Cars	206 and 207
Coaches	454 to 478, inclusive
Coaches	552, 553, 554
Super Dome Cars	50 to 59, inclusive

(Instructions for shutting off and turning on air conditioning will be found in electrical control locker in each car.)

Circulating fans must be shut down on all cars standing in the tunnel.

Use of lights and other electrical equipment must be held to a minimum to prevent excessive discharge of batteries.

Blower fans on all steam jet air conditioned cars standing OUTSIDE the tunnel ONLY, may be used to keep the cars properly ventilated.

X7 S-1, S-3 and F-6 engines should not be operated on following tracks:

Othello	Repair track No. 6 Repair track No. 7 No. 8 Industry—West Half
Novara	Industry Track
Servia	Industry Track
Vassar	Industry Track
Rock Lake	Industry Track
Malden	No. 3, Yard Track No. 4, Yard Track No. 5, Yard Track Ice House Track Oil Spur
Rosalia	House Track
Pandora	Industry Track
Seabury	Industry Track
Lone Pine	Elevator Track East of Elevator
Mowry	House Track
Plummer Jct.	Hitchner Spur Mill Track West of Hitchner Spur Switch

Ramsdell	Blackwell Dock Spur
St. Maries	Old Milwaukee Mill Spur Commercial Spur St. Maries Mill and Pole Yard Spurs
Pocono	House Track
Setters	Industry Track
Manito	House Track

X8 The RS-12 sign located just east of Plummer Junction, governing westward trains, applies only to trains entering 2nd Subdivision.

X9 The junction switch at Plummer Junction is equipped with an electric lock. Instructions for operating switch are posted in back of lower door of the electric lock.

X10 At St. Maries, Plummer Junction, Manito, and Marengo trains, other than those displaying signals for a following section, may register by register ticket.

X11 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 Subdivisions	-----All Stations

X12 Ten-minute fusees should be used on First, Second, and Third Subdivisions, and five-minute fusees on other Subdivisions.

X13 Maximum speed Diesel engines may be operated are as follows:

TR-4	-----55 M.P.H.
SD-7	-----65 M.P.H.
F-7	-----65 M.P.H.
FP-7	-----89 M.P.H.

X14 L-2, S-1 and S-3 engines cannot be operated on 4th, 5th, 6th, 7th and 8th subdivisions. F class engines cannot be operated on 4th subdivision.

X15 In the State of Idaho signal 14(L) should be sounded for private crossings the same as for public crossings.

#### FIRST SUBDIVISION

X16 Speed restrictions (in addition to general speed restrictions):

Over street crossings St. Maries	-----20 M.P.H.
Over bridge EE44 1 mile west Ramsdell	-----25 M.P.H.
Trains handling logs except when loaded on staked cars	-----30 M.P.H.
Maximum speed authorized by State of Washington through city limits at:	
Tekoa	-----40 M.P.H.
Rosalia	-----50 M.P.H.
Malden	-----35 M.P.H.

X17 All trains must approach and leave passenger station at Avery at restricted speed.

### SECOND SUBDIVISION

X18 Speed restrictions (in addition to general speed restrictions):

On curve ½ mile west of Plummer Jct:

Passenger trains .....	30 M.P.H.
Freight trains .....	20 M.P.H.
Trains handling logs except when loaded on staked cars .....	30 M.P.H.

X19 In addition to those designated by timetable Standard Clocks are located in roundhouse and telegraph offices at Spokane.

### THIRD SUBDIVISION

X20 Speed restrictions (in addition to general speed restrictions):

Maximum speed authorized by State of Washington through city limits at:

Malden .....	35 M.P.H.
Lind .....	70 M.P.H.
Warden .....	50 M.P.H.
Othello .....	40 M.P.H.

X21 All trains must approach and leave passenger station at Othello at restricted speed.

X22 When there is a passenger train standing on the main track in the vicinity of the depot at Othello, unnecessary train, switch or engine movements should not be made on the lead track while carmen are between these two tracks watering passenger train.

When such movements are made, extreme caution should be used to avoid injury to these carmen.

X23 At Novara when a westward train is holding main track to meet an eastward train there, it should stop back of battery box 1500 feet west of east siding switch until eastward train approaches.

X24 Rock slide detector fences 657 feet in length located just east of tunnel 44 and 425 feet in length located 800 feet west of west switch Rock Lake siding, are in service.

The signals are of the semaphore type, displaying indications in accordance with Rules 501-A, 501-B and 501-C, Consolidated Code.

For westward trains, if one or both fences have been operated the westward signal located 3293 feet east of tunnel 44 will display approach indication 501-B, and next signal located 1077 feet east of tunnel 44 will display stop indication 501-A.

For eastward trains, if west slide fence is operated eastward signal located 6000 feet west of tunnel 44 will display stop indication 501-A. When fence east of tunnel 44 is operated east-

ward signal located 6000 feet west of tunnel 44 will display approach indication 501-B and next signal located 360 feet west of tunnel 44 will display stop indication 501-A.

When fences are normal and have not been operated signals in either direction will display proceed indication 501-C.

These signals are not controlled by track circuit and serve only to check and indicate condition of the slide detector fence.

Trains must be brought to a stop before passing signals displaying a stop indication and proceed at restricted speed through the area protected by slide fence, making sure that track and bridge structures are in a safe condition.

### FOURTH SUBDIVISION

X25 Speed restrictions (in addition to general speed restrictions):

Around all sharp curves .....	15 M.P.H.
Over bridges EE504 and EE506 between Lotus section house and Rover .....	15 M.P.H.

X26 Trains handling logs must stop at Alder Creek and make inspection of loaded logs, setting out any which may be spread so as not to clear Bridge EE504 near Lotus section house.

X27 Engines must not be doubleheaded over bridges EE504, EE506 and EE508 between Lotus section house and Rover.

### FIFTH SUBDIVISION

X28 Speed restrictions (in addition to general speed restrictions):

On curve 1¼ mile west of Newport .....	20 M.P.H.
Trains handling logs except when loaded on staked cars .....	25 M.P.H.

Maximum speed authorized by State of Washington through city limits at:

Metaline Falls .....	25 M.P.H.
Ione .....	25 M.P.H.
Cusick .....	30 M.P.H.

### SEVENTH SUBDIVISION

X29 Speed restrictions (in addition to general speed restrictions):

Cow and calf type engine TR-4 is restricted to 15 M.P.H. between Warden, Tiflis and Moses Lake.

Maximum speed authorized by State of Washington through city limits at:

Moses Lake .....	25 M.P.H.
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### EIGHTH SUBDIVISION

X30 Speed restrictions (in addition to general speed restrictions):

Cow and calf type engine TR-4 is restricted to 15 M.P.H. between Warden, Tiflis and Marcellus.

## YARD LIMITS AT

Avery—Extend from 662 ft. east of east switch to 3659 ft. west of west switch.

St. Maries—Extend from 4339 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 5280 ft. west of west switch.

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

Tiflis—Extend from 500 ft. west of west wye switch on 7th subdivision to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on 8th subdivision.

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—Extend from 5448 ft. west of west switch to Union Pacific R. R. connection.

McGuire & Grand Jct.—Extend from 2004 ft. east of east switch McGuire 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 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.

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.

Spokane Bridge—Extend from 3600 ft. east of east switch to 3100 ft. west of west switch.

## TONNAGE RATINGS

## STATIONS

## CLASS OF ENGINE

EASTWARD	C-5	L-2	F-5	N-3	S-1 S-3	FP-7 3000 H.P. 2-Unit	TR-4 2400 H.P. 2-Unit	SD-7-DE 1500 H.P. 1-Unit	F-7-DE 4500 H.P. 3-Unit
Othello to Avery	3018	3500	2706	5543	4000	4850	6650	4000	9350
Elk River to Bovill	615			1112		930	1421	830	1940
Bovill to Sherwin	788			1400		1220	1750	1050	2450
Chester to Mica	933	1100	813	1700	1360	1450	2200	1235	2890
Mica to Worley	1950	2150	1735	3574	2500		2650	1600	5500
Newport to Blanchard	2057		1832	3771		3250	4500	2690	6400
Blanchard to Jenida	1539		1362	2815		2400	3350	2010	5850
WESTWARD	C-5	L-2	F-5	N-3	S-1 S-3	FP-7 3000 H.P. 2-Unit	TR-4 2400 H.P. 2-Unit	SD-7-DE 1500 H.P. 1-Unit	F-7-DE 4500 H.P. 3-Unit
Ramsdell to Sorrento	1539	1600	1462	2815	1920	2400	3350	2010	4700
Marengo to Hillcrest	2057	2250	1832	4500	4447		6650	4000	8400
Plummer Jct. to Worley	1539	1600	1462	2815	1920		3350	2010	4600
Worley to Mica	2057	2250	1832	3771	2700		5250	3000	5600
Spokane to Cheney	2079	2250	1853	2806	2750	3650	5050	3030	7050
Alder Creek to Rover	788			1400			1875	1020	3075
Keeler to Elk River	615			1112			1490	815	2545
Rathdrum to Jenida	1539		1462	2815		2400	3350	2010	5850

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

# LOCATION OF DISPATCHER AND BLOCK PHONES

## FIRST SUBDIVISION

Avery—West switch.  
 Ethelton—East and west switch and section house.  
 Between Ethelton and Pocono—Booth Mile Post 1782.  
 Marble Creek—Station.  
 Pocono—East and west switch and section house.  
 Herrick—Depot.  
 Calder—Depot waiting room, also at Agent's, Section Foreman's and Signal Maintainer's house.  
 Between Calder and St. Joe—Booth mile post 1801.35.  
 St. Joe—On side of depot and west switch.  
 Omega—East and west switch.  
 St. Maries—At east head block, east yard switch, west end of yard.  
 Ramsdell—East and west switch.  
 Benewah Bridge—West end.  
 Pedee—Section house porch, east switch and west switch.  
 Little Plummer—Box on post at Signal 59-4.  
 Plummer Junction—Pole opposite house pole yard.  
 Sorrento—Pole just west of road crossing at spur.  
 Mowry—Pole at east switch.  
 Wallner—Box on pole.  
 Tekoa—Baggage room.  
 Lone Pine—Pole opposite spur.  
 Seabury—East Switch.  
 Swan—Booth west end warehouse.  
 Pandora—Booth east switch.  
 Rosalia—Station freight house and section house.  
 Squaw Canyon—Pole middle of siding.

## SECOND SUBDIVISION

Worley—Baggage room.  
 Mozart—East and west switch.  
 Setters—Pole north side of track.  
 Saxby—West switch.  
 Manito—Baggage room.

## THIRD SUBDIVISION

Pine City—Section house.  
 Kenova—East switch.  
 Rock Lake—Station board.  
 LaVista—East and west switches.  
 Ewan—Elevator and depot baggage room.  
 Between Ewan and Revere—Mile post 1908.  
 Revere—East and west switches.  
 Paxton—Station board.  
 Between Paxton and Marengo—Mile post 1922.  
 Marengo—Section house.  
 Hillcrest—Station board.  
 Ralston—Depot baggage room and west switch.  
 Pizarro—Station board.  
 Vassar—East and west switch.  
 Lind—East switch and depot baggage room.  
 Servia—East and west switch.  
 Roxboro—East switch and section house porch.  
 Warden—Section house, depot waiting room and west switch.  
 Novara—East and west switch.  
 Othello—East and west switch, at roundhouse and car department.

## FOURTH SUBDIVISION

Lotus—Depot and section house.  
 Alder Creek—Booth.  
 Rover—Section house.  
 Mashburn—Depot.  
 Santa—Depot.  
 Tyson Creek—Booth.  
 Fernwood—Depot baggage room and section house.  
 Emerald Creek—Booth.  
 Clarkia—Depot and section house.  
 Keeler—East switch.  
 Sherwin—Booth.  
 Bovill—Wall phone outside depot and in section house.  
 Neva—Booth.  
 Kameron—Booth.  
 Elk River—Section house.

## FIFTH AND SIXTH SUBDIVISION

Dishman—Depot.  
 Vera—Pole box.  
 Spokane Bridge—Booth east switch.  
 McGuires—Booth west switch.  
 Post Falls—Engine house.  
 Gibbs—Section house.  
 Coeur d'Alene—Depot.  
 Grand Junction—Depot waiting room.  
 Sachwell—Pole box.  
 Rathdrum—Depot and room adjacent to section foreman's quarters.  
 Seasons—Pole box.  
 Jenida—Pole box.  
 Spirit Lake—Depot and section house.  
 Blanchard—Pole box west switch.  
 Newport—Depot, section house and scale house.  
 Sullivan—Booth middle siding.  
 Dalkena—Section house.  
 Cusick—Depot and Diamond Match Company building.  
 Jared—Pole box.  
 Ruby—Pole box.  
 Blue Slide—Pole box.  
 Lost Creek—Section house.  
 Tiger—Pole box.  
 Ione—Depot.  
 Vail Tunnel—West end—Booth.  
 Metaline Falls—Depot and scale house.

## SEVENTH SUBDIVISION

Tiflis—East junction switch.  
 Scalley Spur—Switch.  
 Moses Lake—Ice dock and section foreman's house.

## LOCATION OF PORTABLE TELEPHONES ON FOLLOWING TRAINS:

Nos. 15 and 16—In locker baggage end of dormitory car.  
 Nos. 17 and 18—In baggage car.

## SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DePree.....Chief Surgeon.....Seattle  
 Dr. J. M. Nelson.....District Surgeon.....Spokane  
 Dr. Carroll Smith.....Oculist.....Spokane  
 Dr. R. L. Pohl.....Asst. 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
Spokane	*Dr. J. M. Nelson	Dist. Surgeon	MAin 5351	LAkeview 3561
Spokane	*Dr. C. L. Kyle	Local Surgeon	MAin 7744	BRoadway 3040
Spokane	*Dr. E. G. Peacock	" "	Riverside 4189	MAin 6880
Spokane	Dr. James P. Dunlop	Asst. Surgeon	MAin 5351	MAdison 6817
Othello	Dr. G. A. Warner	Local Surgeon	3441	
Rosalia	*Dr. L. A. Quaife	" "	2504	2502
Lind	Dr. C. O. Granquist	" "	1421	
Tekoa	Dr. V. E. Cressey	" "	9	9X
Spirit Lake	Dr. L. C. Frederickson	" "	2496	
Newport	Dr. R. W. Winston	" "	139	168
Coeur d'Alene	Dr. W. T. Wood	" "	352	925
Ione	Dr. G. M. Richards	" "	5	11
St. Maries	*Dr. B. A. Rapp	" "	119	91
St. Maries	Dr. E. M. Sullivan	Asst. Surgeon	119	359

Note—\*Denotes Examining Surgeons.

## WATCH INSPECTORS

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

St. Maries.....H. W. Schumacker

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

Beverly.....J. A. Sanwald

Cle Elum.....Ireland Jewelers