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. 318959

WATCH INSPECTORS

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

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

Pine City ----------C. N. Harthill

Spokane----------N. 9 Washington St., Swanson's Jewelers

Malden----------Pacific Watch Co.

Othello----------Pacific Watch Co.

Othello----------J. P. Nelson

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

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

IDAHO DIVISION

TIME TABLE NO. 14

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

Monday, February 18, 1957

For the government and information of employes only

Q. W. TORPIN,
Superintendent of Transportation

V. P. SOHN,
General Superintendent of Transportation

R. G. SCOTT
Superintendent

F. G. McGINN
General Manager.

SECOND CLASS 263	FIRST CLASS	15	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph Calls	Distance from Avery	TIME TABLE NO. 14 Feb. 18, 1957 STATIONS	Distance from Malden	See Rule 6-A	Office Hours Also See Page 3	FIRST CLASS 16	SECOND CLASS 264
Time Freight Daily		Passenger Daily									Passenger Daily	Time Freight Daily
L 4.15AM		L 9.05PM		YARD	NF	0.0	AVERY	108.8	BHK ORTWX	Continuous	As 2.35AM	A 5.00AM
							5.3					
264 4.30		9.15	59	20		5.3	ETHELTON	103.5	P	No Office	2.22	263 4.30
							7.7					
				31		13.0	MARBLE CREEK	95.8	P	No Office		
							0.8					
4.50		9.33	120	15		13.8	POCONO	95.0	P	No Office	2.04	4.10
							8.6					
5.09		9.47	127	25	CR	22.4	CALDER	86.4	P	No Office	1.50	3.50
							10.9					
5.30		10.06	124	19		33.3	ST. JOE	75.5	P	No Office	1.31	3.20
							6.6					
5.39		10.16	60			39.9	OMEGA	68.9	P	No Office	1.21	3.00
							5.5					
5.55		s 10.26	162	YARD	CB	45.4	ST. MARIES	63.4	BHJK ORWXYZ	Continuous	s 1.11	2.45
							5.9					
6.04		10.34	55	58		51.3	RAMSDELL	57.5	P	No Office	1.04	2.30
							5.9					
6.19		10.46	94	11		57.2	PEDEE	51.6	P	No Office	12.52	2.05
							7.2					
7.05		A 11.03PM	121	108	WJ	64.4	PLUMMER JCT.	44.4	JKR VXY	Continuous	L 12.36AM	1.45
							7.6					
7.15			60			72.0	MOWRY	36.8	P	No Office		1.25
							8.1					
7.26			113	28	TK	80 1	TEKOA	28.7	P	7.00AM to 4.00PM Exc. Sat. & Sun.		1.01
							7.2					
7.35			23			87.3	SEABURY	21.5	P	No Office		12.35
							5.9					
7.44			110			93.2	PANDORA	15.6	P	No Office		12.15AM
							6.5					
7.50			51	21		99.7	ROSALIA	9.1	PV	No Office		11.55
							5.5					
7.57				28		105.2	SQUAW CANYON	3.6	P	No Office		11.35
							3.6					
A 8.10AM				YARD	M	108.8	MALDEN	0.0	BHK RWXY	Continuous		L 11.20PM

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 55 M. P. H., other trains 40 M. P. H. between Plummer Jct. and Malden.

St. Maries is a Register Station only for trains starting and terminating at that point.

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

The time of Trains No. 15 and No. 16 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
Erlmo	45	0.2	West	Pocono
Hepton Spur	5	1.5	West	St. Maries
Wallner	4	2.0	East	Tekoa
Lone Pine	17	2.0	West	Tekoa
Williams	8	2.6	East	Rosalia

SECOND CLASS 63 Time Freight Daily	SECOND CLASS 387 UP Mixed Daily	FIRST CLASS 15 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph Calls	Distance from Plummer Jct.	TIME TABLE NO. 14 Feb. 18, 1957 STATIONS	Distance from Marengo	See Rule 6-A	Office Hours Also See Page 3	FIRST CLASS 16 Passenger Daily	SECOND CLASS 64 Time Freight Daily	SECOND CLASS 388 UP Mixed Daily
L 6.00AM	L 2.15AM	L 11.03PM			WJ	0.0	**PLUMMER JCT.**	102.7	JKR VXY	Continuous	A 12.36AM	A 1.15AM	A 5.40PM
							6.4						
6.09				26	WY	6.4	**WORLEY**	96.3	P	7.00AM to 4.00PM Exc. Sat. & Sun.		1.01	
							1.4						
6.14	2.33	11.14	94			7.8	**MOZART**	94.9	P	No Office	12.25	12.56	5.25
							5.3						
				23		13.1	**SETTERS**	89.6	P	No Office			
							2.4						
7.10	2.45	11.24	42			15.5	**SAXBY**	87.2	P	No Office	12.16	12.40	5.13
							4.3						
A 7.15AM	A 2.55AM	A 11.30PM	66	8	MU	19.8	**MANITO**	82.9	JRVXY	6.00PM to 2.00AM 2.00AM to 10.00AM	L 12.11AM	L 12.15AM	L 5.01PM
							15.2						
					SP	35.0	DISHMAN	67.7	K				
							1.0						
A 8.15AM				Yard		36.0	SPOKANE YARD	66.7	BOPR	Via U. P. R. R.		L 9.30PM	
							2.8						
						38.8	EAST SPOKANE	63.9					
							0.8						
						39.6	N. P. CROSSING	63.1					
							1.9						
		12.15AM 12.25AM			SN	41.5	SPOKANE	61.2	BKO RVWZ	Two main tracks	11.25PM 11.15PM		
							61.2						
		A 1.55AM			RA	102.7	MARENGO	0.0		Continuous	L 9.45PM		

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.

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. 15 and No. 16 at Plummer Jct. applies at the junction switch.

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

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 263 Time Freight Daily	FIRST CLASS 15 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph Calls	Distance from Malden	TIME TABLE NO. 14 Feb. 18, 1957 STATIONS	Distance from Othello	See Rule 6-A	Office Hours Also See Page 3	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
L 8.25AM			Yard	M	0.0	MALDEN	103.4	BHKRWXY	Continuous		A 11.01PM
						3.6					
8.31			27		3.6	PINE CITY	99.8		No Office		10.43
						2.0					
8.34		58			5.6	KENOVA	97.8	P	No Office		10.37
						5.7					
8.46		63			11.3	ROCK LAKE	92.1	P	No Office		10.27
						5.7					
8.56		112			17.0	LAVISTA	86.4	P	No Office		10.12
						2.2					
8.59		26	9		19.2	EWAN	84.2	PW	No Office		10.08
						10.4					
9.14		110	31		29.6	REVERE	73.8	P	No Office		9.45
						4.1					
9.20		61	17		33.7	PAXTON	69.7	P	No Office		9.35
						10.3					
9.50	L 1.55AM	87	41	RA	44.0	MARENGO	59.4	JRVWXY	Continuous	A 9.45PM	9.05
						5.9					
10.02	2.02	59			49.9	HILLCREST	53.5	P	No Office	9.35	8.45
						3.6					
10.06	2.06	107	28		53.5	RALSTON	49.9	P	No Office	9.31	8.35
						5.0					
			25		58.5	PIZARRO	44.9	P	No Office		
						4.8					
10.17	2.16	61	12		63.3	VASSAR	40.1	P	No Office	9.21	8.15
						4.7					
10.23	2.21	109	33	NE	68.0	LIND	35.4	P	7.00AM to 4.00PM Exc. Sat. & Sun.	9.16	8.05
						8.0					
10.32	2.29	63			76.0	SERVIA	27.4	P	No Office	9.08	7.50
						4.9					
10.38	2.34	117	29		80.9	ROXBORO	22.5	P	No Office	9.03	7.40
						9.7					
10.50	2.43	118	50	WX	90.6	WARDEN	12.8	JPY	8.00AM to 5.00PM Exc. Sat. & Sun.	8.54	7.25
						8.8					
11.02	2.51	60			99.4	NOVARA	4.0	P	No Office	8.46	7.10
						4.0					
A 11.15AM	As 3.05AM		Yard	SO	103.4	OTHELLO	0.0	BHKORTWX	Continuous	L 8.40PM	L 7.01PM

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 Othello passenger trains 79 M. P. H., other trains 55 M. P. H.

Automatic Block System is in use between Marengo and Othello.

At Warden, at east end of siding, the normal position of the west wye switch is for movement from the siding to the west leg of the wye.

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 103 Way Freight Daily Except Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from St. Maries	TIME TABLE NO. 14 Feb. 18, 1957 STATIONS	Distance from Elk River	See Rule 6-A	Office Hours Also See Page 3	THIRD CLASS 102 Way Freight Daily Except Sunday
L 8.15AM		Yard	CB	0.0	ST. MARIES	72.2	BHJKORWXYZ	Continuous	A 5.20PM
					9.4				
8.35	11			9.4	LOTUS	62.8	P	No Office	4.50
					1.7				
8.45	33	20		11.1	ALDER CREEK	61.1	P	No Office	4.40
					2.4				
8.55	24			13.5	ROVER	58.7	P	No Office	4.30
					6.1				
9.15	43			19.6	MASHBURN	52.6	P	No Office	4.15
					1.5				
9.20	39			21.1	WAYLAND	51.1	P	No Office	4.10
					4.0				
9.40	25	43		25.1	TYSON CREEK	47.1	P	No Office	3.50
					2.0				
9.55	23	6		27.1	FERNWOOD	45.1	PW	No Office	3.40
					4.6				
10.10	33			31.7	EMERALD CREEK	40.5	P	No Office	3.20
					5.2				
10.45	25	184	CA	36.9	CLARKIA	35.3	PX	8.00AM to 5.00PM Exc. Sat. & Sun.	3.05
					5.7				
11.01		18		42.6	KEELER	29.6	P	No Office	2.50
					2.2				
11.20	30			44.8	SHERWIN	27.4	P	No Office	2.40
					5.6				
A 11.40AM				50.4	PURDUE	21.8	JVX	No Office	L 2.10PM
					PURDUE				
					2.0			Via W. I. & M. R. R.	
A 11.50AM					BOVILL				L 2.01PM
	38	57	BO	52.4	BOVILL	19.8	JRVWXY	8.00AM to 5.00PM Exc. Sat. & Sun.	
					8.7				
	10			61.1	NEVA	11.1	P	No Office	
					4.0				
	17	45		65.1	KAMERON	7.1		No Office	
					5.2				
	13			70.3	JERSEY	1.9		No Office	
					1.0				
	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 Elk River.

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

Eastward trains will secure clearance Form A at Bovill.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Cardwell	9	1.0	West	Rover
Renfrew	19	2.5	West	Wayland
Ryans Spur	7	0.4	East	Fernwood
Childs Creek	25	0.8	West	Emerald Creek
Jim's Spur	3	1.0	West	Emerald Creek

WESTWARD — FIFTH SUBDIVISION — EASTWARD

SECOND CLASS 95 G.N. Freight Daily Exc. Sunday	SECOND CLASS 291 Way Freight Daily Except Sat.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Dishman	TIME TABLE NO. 14 Feb. 18, 1957 STATIONS	Distance from Metaline Falls	See Rule 6-A	Hours Office Also See Page 3	SECOND CLASS 292 Way Freight Daily Exc. Sun.	THIRD CLASS 96 G.N. Freight Daily Exc. Sunday
	L 8.30AM	56	5	SP	0.0	DISHMAN	120.1	JRVXY	Continuous	A 3.01PM	
						5.7					
	8.50		17		5.7	GREENACRES	114.4		No Office	2.40	
						6.0					
L 9.30AM	9.05	41	71		11.7	SPOKANE BRIDGE	108.4	PRVX	No Office	2.25	A 4.10PM
A 9.40AM	9.20	43			15.0	3.3 McGUIRES	105.1	JPRVX	No Office	2.15	L 4.01PM
						1.5					
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6		No Office		
						0.1					
	9.40		60	JC	16.6	GRAND JCT.	103.5	VX	9.00AM to 5.00PM Exc. Sat. & Sun.	1.45	
						6.7					
	9.55				23.3	RATHDRUM	96.8	PV	No Office	1.20	
						13.8					
	10.30	95	12		37.1	SPIRIT LAKE	83.0	P	No Office	12.30	
						7.6					
	10.55	32			44.7	BLANCHARD	75.4		No Office	12.01PM	
						14.3					
	292 11.30 12.05PM	52	84	NR	59.0	NEWPORT	61.1	VXZ	7.00AM to 4.00PM Exc. Sat. & Sun.	291 11.30	
						4.5					
	12.15		100		63.5	SULLIVAN	56.6	P	No Office	10.15	
						7.5					
	12.30	15			71.0	DALKENA	49.1	P	No Office	9.55	
						5.2					
	12.45	34	19		76.2	USK	43.9	XY	No Office	9.40	
						1.9					
	1.05		48		78.1	CUSICK	42.0	X	No Office	9.30	
						10.2					
	1.30	14			88.3	JARED	31.8	P	No Office	8.55	
						8.7					
	1.52	7			97.0	BLUESLIDE	23.1	P	No Office	8.35	
						3.9					
	2.01	15			100.9	LOST CREEK	19.2	P	No Office	8.25	
						5.7					
	2.12	8			106.6	TIGER	13.5	P	No Office	8.10	
						4.0					
	2.30	48	11		110.6	IONE	9.5	P	No Office	8.00	
						9.5					
	A 3.00PM	17	183	MF	120.1	METALINE FALLS	0.0	KRXYZ	6.30AM to 3.30PM Exc. 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.
Rule 83(B) does not apply at McGuires and Spokane Bridge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. in Cars	Miles	Direction	Station
Opportunity	28	0.8	West	Dishman
Cougar	1	3.3	West	Dishman
Vera	14	4.5	West	Dishman
Seasons	7	6.5	East	Spirit Lake
Callspel	8	0.6	West	Cusick

L. H. BAILLY
R. C. GAYNOR
G. C. COOPER
W. J. McQUADE
C. E. STITES
Train Dispatchers.

K. O. SCHOENECK
R. E. BECK
Trainmasters.

W. A. SMITH
Chief Dispatcher.

C. L. SHAW,
Traveling Engineer and Assistant Trainmaster.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

TIME TABLE NO. 14
Feb. 18, 1957

SECOND CLASS 95 G.N. Freight Daily Except Sunday	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 Hours Also See Page 3	THIRD CLASS 96 G.N. Freight Daily Except Sunday
L 9.40AM	43			0.0	McGUIRES	10.4	JPXR	No Office	A 4.01PM
					1.8				
9.45		25		1.8	POST FALLS	8.6		No Office	3.40
					4.4				
9.55		74		6.2	HUETTER (N. P. Crossing)	4.2	VX	No Office	3.20
					0.9				
10.05				7.1	ATLAS	3.3		No Office	3.10
					1.6				
A 10.30AM		17		8.7	GIBBS	1.7	VXZ	No Office	L 3.00PM
					1.7				
		99	CD	10.4	COEUR D'ALENE	0.0	BRVXY	8.00AM to 5.00PM Exc. 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 and Gibbs.**

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

TIME TABLE NO. 14
Feb. 18, 1957

	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Warden	STATIONS	Distance from Moses Lake	See Rule 6-A	Office Hours Also See Page 3	
L			WX	0.0	WARDEN	23.2	JPRXY	8.00 AM to 5.00 PM Exc. Sat. & Sun.	A
					8.2				
		14		8.2	TIFLIS	15.0	JPXY	No Office	
					2.6				
		16		10.8	JARDINE	12.4		No Office	
					3.4				
	42	35		14.2	SIELER	9.0	P	No Office	
					3.0				
	17	23		17.2	McDONALD	6.0	P	No Office	
					2.0				
	24			19.2	GOODRICH	4.0		No Office	
					4.0				
A	57	350	MO	23.2	MOSES LAKE	0.0	RPXY	8.00AM to 5.00PM Exc. Sat. & Sun.	L

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed a maximum speed of 40 M. P. H. between Warden and Tiflis; 25 M. P. H. between Tiflis and Moses Lake.
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

TIME TABLE NO. 14
Feb. 18, 1957

	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Tiflis	STATIONS	Distance from Marcellus	See Rule 6-A	Office Hours Also See Page 3	
L	20			0.0	TIFLIS	38.7	JPXY	No Office	A
					8.0				
	27			8.0	RUFF	30.7		No Office	
					5.8				
	28			13.8	MOODY	24.9		No Office	
					5.0				
	22			18.8	BATUM	19.9		No Office	
					3.9				
	22			22.7	LAUER	16.0		No Office	
					6.8				
	22			29.5	SCHOONOVER	9.2		No Office	
					4.4				
	21			33.9	PACKARD	4.8		No Office	
					4.8				
A	25			38.7	MARCELLUS	0.0	Y	No Office	L

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**

Reiman—Capacity, 14 cars____2 miles west of Lauer

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 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 using handholds and ladders or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G9 Employes 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.

G12 Employes 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 employe 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 and burners in Company's buildings and equipment is prohibited.

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

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

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

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.

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 necessarv 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.

G26 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 accessbile, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G27 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.

G28 All Diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G29 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.

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
Scale test cars, on branch lines	20
on main line	25
Diesel switchers, either dead in train or operating under their own power (except 600 H. P. Alco switchers 1600 to 1603 inclusive	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive	40
All 44-ton Diesel engines 1699 to 1709 inclusive:	
When dead in train	30
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 trailed 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 their time slip.

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.

G42 When flat spots develop enroute on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where conductor or engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the conductor or engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

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

G43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use.

Rule 35 modified accordingly.

All engines in any class of service will be equipped with red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

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 rotary snow plows, locomotive cranes, 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 curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	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.)

Idaho Division.....None

X4 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.

X5 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&B 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.

X6 The RS-12 sign located just east of Plummer Jct. governing westward trains, applies only to trains entering 2nd Subdivision.

X7 The junction switch at Plummer Jct. is equipped with an electric lock. Instructions for operating switch are posted in back of lower door of the electric lock.

X8 At Plummer Jct., Manito, and Marengo trains, other than those displaying signals for a following section, may register by register ticket.

X9 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

X10 Ten-minute fusees should be used on First, Second, and Third Subdivisions, and five-minute fusees on other Subdivisions.

X12 In the State of Idaho signal 14(L) must be sounded for private crossings the same as for public crossings.

FIRST SUBDIVISION

X13 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.

X14 All trains must approach and leave passenger station at Avery at restricted speed.

SECOND SUBDIVISION

X15 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.

Spokane passenger depot, trains handling Dome Car account depot platforms and girder encasements ---------- 10 M.P.H.

X16 In addition to those designated by timetable Standard Clocks are located in roundhouse and telegraph offices at Spokane.

THIRD SUBDIVISION

X17 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.

X18 All trains must approach and leave passenger station at Othello at restricted speed.

X19 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.

X20 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.

X21 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 eastward 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

X22 Speed restrictions (in addition to general speed restrictions):

1750 H. P. four wheel truck diesel is restricted to 15 M. P. H. between MP 38.6 and Elk River.

Around all sharp curves ---------- 15 M.P.H.

Over bridges EE504 and EE506 between Lotus section house and Rover ---------- 15 M.P.H.

X23 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.

FIFTH SUBDIVISION

X24 Speed restrictions (in addition to general speed restrictions):

1000 H. P. and 1200 H. P. and 1750 H. P. four axle diesels are restricted to 15 M. P. H. between Dishman and McGuires.

On curve 1½ 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.

SIXTH SUBDIVISION

X25 Speed Restrictions (in addition to General Speed Restrictions):

1000 H. P. and 1200 H. P. and 1750 H. P. four axle Diesels must not exceed 15 M. P. H. between McGuires and Coeur d'Alene.

SEVENTH SUBDIVISION

X26 Speed Restrictions (in addition to General Speed Restrictions):

1000 H. P. and 1200 H. P. and 1750 H. P. four axle Diesels must not exceed 15 M. P. H. between M. P. 12.8 and Moses Lake. Maximum speed authorized by State of Washington through city limits at:

Moses Lake ----------25 M. P. H.

EIGHTH SUBDIVISION

X27 Speed restrictions (in addition to General Speed Restrictions):

1750 H. P. four wheel truck diesel is restricted to 15 M. P. H. between Tiflis and Marcellus.

1000 H. P. and 1200 H. P. four axle diesels must not exceed 15 M. P. H. Tiflis to 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 First subdivision, and to 7500 ft. west of west wye switch on Fourth subdivision.

Plummer Jct.—Extends from 4591 ft. east of Jct. switch to 1655 ft. west of west switch on First subdivision, and to 2084 ft. west of west wye switch on Second 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 Jct. 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 Seventh subdivision to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Eighth subdivision.

Warden—Extend from wye switches to 3000 ft. west of industry track switch on Seventh 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.

McGuires & Grand Jct.—Extend from 2004 ft. east of east switch McGuires to 1500 ft. west of west switch Grand Jct. on Fifth subdivision and to 4342 ft. west of junction switch on Sixth 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.

Huetter—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.

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 4-5351	KEystone 4-8200
Spokane	*Dr. C. L. Kyle	Local Surgeon	MAin 4-7744	FAirfax 8-7581
Spokane	*Dr. E. G. Peacock	" "	MAin 4-2136	MAin 4-6880
Rosalia	*Dr. L. A. Quaife	Local Surgeon	2504	2502
Rosalia	Dr. O. I. Lowry	Local Surgeon	J3-2061	J3-2066
Tekoa	Dr. V. E. Cressey	" "	9	9X
Spirit Lake	Dr. L. C. Frederickson	" "	2496	
Newport	Dr. R. B. Morrow	" "	181	319
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
Moses Lake	Dr. K. P. Conklin	Local Surgeon	RO 5-4524	RO 5-5273
Cheney	Dr. W. E. Spies	" "	MAin 1281	MAin 1421
Othello	Dr. K. Q. Pershall	" "	HU 8-3812	HU 8-3811

Note—*Denotes Examining Surgeons.

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, Section Foreman's and Signal Maintainer's house, and east and west switch.
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, and west switch.
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 Jct.—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.
Between Ewan and Revere—Mile post 1908.
Revere—East and west switches.
Paxton—West switch south side.
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 baggage 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.
Wayland—210 feet east of west switch.
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 Jct.—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—Diamond Match Company building and booth east switch.
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.
Sieler—Pole box east switch.
Scalley Spur—Switch.
MacDonald—Pole box east 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.