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

WATCH INSPECTORS

Spokane ..... N. 221 Washington St., Harold J. March
Spokane ..... N. 3 Wall St., Klatt Jewelers
Malden ..... Pacific Watch Co.
Pine City ..... C. N. Harthill
Othello ..... Pacific Watch Co.
Othello ..... James P. Nelson
Ellensburg ..... 304½ No. Pearl St., Chas. E. Dickson
Cle Elum ..... Dean R. Ireland
Seattle ..... 414 Pike St., Weisfield & Goldberg, Inc.
Seattle ..... 425 Pike St., Corner 5th Ave., H. Raphael
Seattle ..... 4551 Calif. Ave., Reibman Jeweler
Seattle ..... First Ave. So. & Lander, c/o Sears, Roebuck & Co., Lonnie Wilcox
Tacoma ..... 1105 Broadway, A. A. Mierow
Tacoma ..... 1016 So. 11th St., A. C. Paulson
Tacoma ..... 3815 So. Yakima Ave., Denzer's Jewelry
Everett ..... 2934 Colby Ave., O. P. Nelson
Enumclaw ..... A. C. Melsness
Morton ..... Wright Jewelers
Hoquiam ..... Fred Wetzel
Raymond ..... Roy Doolittle
South Bend ..... Halver Holte
Bellingham ..... Milton E. Terry
Port Angeles ..... Lewie B. Filion
Port Townsend ..... 840 Water St., Walter S. Wisniewski
Longview ..... 1310 Commerce Ave., Friedlander & Sons, Inc.

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

COAST DIVISION

TIME TABLE NO. 2

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

SUNDAY, SEPTEMBER 28, 1958

For the government and information of employees only

A. W. HERVIN
Assistant Superintendent

W. F. BANNON
Assistant Superintendent

J. T. HANSEN
Superintendent

Q. W. TORPIN
Superintendent of Transportation

V. P. SOHN
General Superintendent of Transportation

R. G. SCOTT
Assistant to General Manager

L. V. ANDERSON
General Manager

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. 2 SEPT. 28, 1958 STATIONS	Distance from Othello	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	FIRST CLASS 16 Passenger Daily	SECOND CLASS 264 Time Freight Daily
L 8.25AM			Yard	M	0.0	MALDEN	103.4	BHKPRWXY	7.00 AM to 4.00 PM 9.00 PM to 5.00 AM		A 11.01PM
						3.6					
8.31			27		3.6	PINE CITY	99.8	P	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			33.7	PAXTON	69.7	P	No Office		9.35
						10.3					
	L 12.01AM			SN		SPOKANE		BKOPRVWZ	Via U. P. R. R.	A 10.55PM	
9.50	L 1.21AM	87	41	R A	44.0	MARENGO	59.4	JPRVWXY	Continuous	A 9.30PM	9.05
						5.9					
10.02	1.28	59			49.9	HILLCREST	53.5	P	No Office	9.20	8.45
						3.6					
10.06	1.32	107	28		53.5	RALSTON	49.9	P	No Office	9.16	8.35
						5.0					
			25		58.5	PIZARRO	44.9	P	No Office		
						4.8					
10.17	1.42	61			63.3	VASSAR	40.1	P	No Office	9.06	8.15
						4.7					
10.23	1.47	158	33	NE	68.0	LIND	35.4	P	7.00 AM to 4.00 PM Exc. Sat. & Sun.	9.01	8.05
						8.0					
10.32	1.55	63			76.0	SERVIA	27.4	P	No Office	8.53	7.50
						4.9					
10.38	2.00	117	29		80.9	ROXBORO	22.5	P	No Office	8.48	7.40
						9.7					
10.50	2.09	175	50	WX	90.6	WARDEN	12.8	JPY	8.00 AM to 5.00 PM Exc. Sat. & Sun.	8.39	7.25
						8.8					
11.02	2.17	60			99.4	NOVARA	4.0	P	No Office	8.31	7.10
						4.0					
A 11.15AM	As 2.31AM		Yard	SO	103.4	OTHELLO	0.0	BHKOPRTWX	Continuous	L 8.25PM	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.

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

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	0.1	East	Lind
Hole Track	162	1.7	West	Lind

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Othello	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Cle Elum	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	FIRST CLASS		SECOND CLASS
263		15									16		264
Time Freight		Passenger	Sidings	Other tracks							Passenger		Time Freight
Daily		Daily									Daily		Daily
L 12.15PM		L 2.41AM		Yard	SO	0.0	OTHELLO	98.9	BHKOPR TWX	Continuous	As 8.20PM		A 5.00PM
							9.2						
12.31		2.55	113	11		9.2	TAUNTON	89.7	P	No Office	8.05		4.05
							5.8						
12.41		3.01	60	18		15.0	CORFU	83.9	P	No Office	7.56		3.45
							9.7						
12.55		3.13	111	10		24.7	SMYRNA	74.2	P	No Office	7.45		3.20
							13.1						
1.20		3.31	113	Yard	BV	37.8	BEVERLY	61.1	BKPXY	12.01 AM to 4.00 PM Except Sat. & Sun.	7.28		2.40
							1.0						
						38.8	BEVERLY JCT.	60.1	JPX	No Office			
							5.2						
264 1.50		3.46	113			44.0	DORIS	54.9	P	No Office	7.16		263 1.50
							5.6						
2.10		3.57	60	5		49.6	RYE	49.3	P	No Office	7.05		1.30
							7.0						
2.45		4.12	103	20		56.6	BOYLSTON	42.3	P	No Office	6.50		1.00
							8.3						
3.15				17		64.9	EAST KITTITAS	34.0	P	No Office			12.25
							2.3						
3.25		4.32	113	85	KY	67.2	KITTITAS	31.7	KPWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	6.34		12.20PM
							2.9						
				14		70.1	REGAL	28.8		No Office			
							3.5						
3.35		s 4.44	91	48	NB	73.6	ELLENSBURG	25.3	P	8.00 AM to 5.00 PM Except Sat. & Sun.	s 6.27		11.59
							6.9						
3.45		4.54	60	27		80.5	THORP	18.4	P	No Office	6.16		11.50
							8.4						
4.00		5.07	109	8		88.9	HORLICK	10.0	P	No Office	6.05		11.30
							10.0						
A 4.25PM		As 5.26AM		Yard	CM	98.9	CLE ELUM	0.0	BKPRWX	Continuous	L 5.53PM		L 11.05AM

Passenger trains must not exceed 79 MPH. Other trains 55 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Othello and Cle Elum.

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

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

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

SECOND CLASS	FIRST CLASS		Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Seattle	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	FIRST CLASS		SECOND CLASS
263		15									16		264
Time Freight		Passenger									Passenger		Time Freight
Daily		Daily	Sidings	Other tracks							Daily		Daily
L 4.40PM		L 5.26AM		Yard	CM	0.0	CLE ELUM	89.9	BKPRWX	Continuous	As 5.53PM		A 10.35AM
							11.6						
5.08		5.39	106	34		11.6	EASTON	78.3	PVY	No Office	5.38		10.00
							8.5						
16 5.26		5.50	70	15		20.1	WHITTIER	69.8	P	No Office	263 5.26		9.40
							8.9						
5.45		6.02	98	106	HY	29.0	HYAK	60.9	PX	No Office	5.15		9.20
							2.6						
5.55		6.08	37			31.6	ROCKDALE	58.3	PWX	No Office	5.09		9.05
							5.1						
6.10		6.19	69			36.7	BANDERA	53.2	P	No Office	4.59		8.50
							5.3						
6.26		6.31	56	12		42.0	GARCIA	47.9	P	No Office	4.48		8.35
							4.5						
6.41		6.42	101	21		46.5	RAGNAR	43.4	P	No Office	4.39		8.20
							4.3						
6.55		264 6.52	135	395	MY	50.8	CEDAR FALLS	39.1	BJKOPW XYZ	3.00 AM to 11.00 PM Except Sat., Sun. & Mon.	4.31		15 7.55 6.52
							4.0						
7.04		6.59				54.8	BAGLEY JCT.	35.1	JP	No Office	4.26		6.33
							0.8						
7.06		7.00	59			55.6	BARNESTON	34.3	P	No Office	4.25		6.30
							3.9						
7.14		7.06	115			59.5	TRUDE	30.4	P	No Office	4.19		6.20
							8.3						
A 7.30PM		A 7.19AM	79	14	MV	67.8	MAPLE VALLEY	22.1	JPRVX	Continuous	L 4.08PM		L 5.55AM
							10.3						
7.55		7.36			RN	78.1	(N. P. Crossing) RENTON	11.8	PV		3.53		5.25
							2.4						
8.01		7.40		Yard	BI	80.5	BLACK RIVER (U. P. Crossing)	9.4	IJPRVXY		3.46		5.15
							4.3						
8.20			111	336		84.8	VAN ASSELT	5.1	P	Via. P. C. R. R.			4.45
							1.7						
		7.56				86.5	ARGO (U. P. Crossing) (N. P. Crossing)	3.4	IP		3.38		
							1.7						
						88.2	SPOKANE STREET TOWER	0.7		Via. P. C. R. R.			
							0.7						
A 9.30 PM						88.9	STACY STREET YARD	0.0	BOPTVXZ				L 4.00 AM
		As 8.15 AM		Yard	OW	89.9	SEATTLE	0.0	P	Via. U. P. R. R.	L 3.30 PM		

Passenger trains must not exceed a maximum speed of 70 MPH. Other trains 50 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Landsburg	2.6	West	Trude

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

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

Automatic Block System is in use between Cle Elum and Maple Valley.

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

Headlight and marker lamps must be lighted while passing through Snoqualmie Tunnel No. 50 between Hyak and Rockdale.

Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Seattle	Telegraph calls	Capacity in cars		FIRST CLASS				SECOND CLASS			
					15		51		81	93	83	263
					Passenger		U. P. R. R. Passenger 458		U. P. R. R. Time Freight 692	Way Freight	U. P. R. R. Time Freight 690	Time Freight
			Sidings	Other tracks	Daily		Daily		Daily	Daily Except Sunday	Daily	Daily
SEATTLE	0.0	OW			L 8.30AM							
STACY ST. YARD	0.0			Yard						L 2.00PM		
0.7												
SPOKANE ST. TOWER	0.7									2.05		
1.7												
ARGO (U. P. Crossing) (N. P. Crossing)	3.4				8.38					2.10		
1.7												
VAN ASSELT	5.1		111	336						2.15		
4.3												
BLACK RIVER (N. P. Crossing)	9.4	BI		Yard	L 8.46AM		L 5.15PM		L 12.40AM	L 2.30PM	L 6.15PM	L 8.35PM
6.9												
KENT	16.3	K	95	112	8.54		f 5.23		12.52	16 2.46	6.35	8.45
5.0												
AUBURN	21.3	BR	90	134	f 9.00		f 5.29		1.01	3.01	6.45	8.52
4.6												
BENROY	25.9		64				5.35		1.09	3.16	6.55	8.57
2.5												
SUMNER	28.4	UX	91	50	9.09		f 5.40		1.15	S2 3.21 4.30	7.05	9.02
1.7												
PUYALLUP	30.1		59	22	9.12		5.44		1.20	4.35	7.15	9.05
5.5												
TACOMA JCT. East End Double Track	35.6	JN	79		9.18		A 5.50PM		A 1.35AM	4.45	A 7.30PM	9.15
1.5												
(G.N., U.P. & N.P. Crossing) **DEPOT SWITCH**	37.1				9.24							
0.5												
TACOMA	37.6	MA			As 9.30AM							
West End Double Track **TIDE FLATS YARD**	37.6			Yard						A 5.00PM		A 9.30PM

Passenger trains must not exceed a maximum speed of 79 MPH. Other trains 55 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Concora	.08	West	Black River
Thomas	1.7	West	Kent
Hughes	1.4	West	Puyallup

This time-table confers no authority between Black River and Seattle. Between Black River and Spokane St. tower Pacific Coast R. R. time-table and rules govern. Between Argo and Union Passenger Station Seattle, Union Pacific R. R. time-table and rules govern.

Automatic Block System is in use between Black River and Tacoma Jct.

No. 15 will stop on signal at Auburn to let off revenue passengers from Spokane or points beyond.

No. 51 will stop on signal Kent, Auburn and Sumner to receive revenue passengers for Vancouver, Wash., and beyond.

Double track is in use between Tacoma Jct. and Tide Flats Yard. Trains and engines using these tracks must use the right hand track as prescribed by Rule D-151. Crossover movements and movements against the current traffic between Tacoma Jct. and Depot Switch must be properly protected and all trains and engines must move at restricted speed. Maximum speed must not exceed 15 MPH.

Single track is in use between Depot Switch and Tacoma. Normal position for the switch at Depot Switch is for movement to Tide Flats yard.

At Tacoma Jct. the normal position of junction switch is for the Eleventh Subdivision.

The following tracks are wired: 6, 7, 8, 12 and east end of track 13, Seattle Union Station, and first three cross-over tracks east of station; Northern Pacific Railway Co. interchange track, Argo, and tracks 1 and 8 Van Asselt.

At Auburn, an auxiliary siding with a capacity of 58 cars is located west of the depot. Rule S-5 applies at the siding located east of the depot.

See additional Special Instructions for Fourth Subdivision on Page 6.

Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	FIRST CLASS				SECOND CLASS			
				52		16		84	264	94	82
				U. P. R. R. Passenger 457		Passenger		U. P. R. R. Time Freight 691	Time Fr eight	Way Freight	U. P. R. R. Time Freight 681
				Daily		Daily		Daily	Daily	Daily Except Sunday	Daily
SEATTLE	37.6	P	Via U. P. R. R.			As 3.15PM					
STACY ST. YARD	36.6	BOPT VXZ								A 12.50PM	
0.7											
SPOKANE ST. TOWER	35.9		Via P. C. R. R.							12.45	
1.7											
ARGO (U. P. Crossing) (N. P. Crossing)	34.2	IP	Via P. C. R. R.			3.03				12.35	
1.7											
VAN ASSELT	32.5	P								12.30	
4.3											
BLACK RIVER (N. P. Crossing)	28.2	IJPRVXY	Continuous	A 12.42PM		A 2.55PM		A 4.10AM	A 4.30AM	A 12.20PM	A 4.40PM
6.9											
KENT	21.3	PX	8.00 AM to 5.00 PM Except Sat. & Sun.	12.34		93 2.46		3.56	4.19	12.05PM	4.27
5.0											
AUBURN	16.3	PX	7.45 AM to 5.00 PM Except Sat. & Sun.	12.28		f 2.40		3.45	4.09	11.30	4.17
4.6											
BENROY	11.7	P	No Office	12.23				3.35	3.59	11.05	4.07
2.5											
SUMNER	9.2	PVX	7.00 AM to 11.00 PM Except Sat. & Sun.	12.20		2.32		3.28	3.54	11.00	03 **4.01**
1.7											
PUYALLUP	7.5	P	No Office	12.17		2.29		3.23	3.50	10.10	3.57
5.5											
TACOMA JCT. East End Double Track	2.0	JKPRVX	Continuous	L 12.11PM		2.23		L 3.10AM	3.40	9.55	L 3.45PM
1.5											
(G.N., U. P. & N. P. Crossing) **DEPOT SWITCH**	0.5	MPX	No Office			2.17					
0.5											
TACOMA	0.0	BPX	No Office			L 2.16PM					
West End Double Track **TIDE FLATS YARD**	0.0	BKOPRT VWXYZ	No Office						L 3.30AM	L 9.45AM	

Passenger trains must not exceed a maximum speed of 79 MPH. Other trains 55 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER

WHISTLE SIGNALS:

To Seattle via Pacific Coast R. R. ..... 1 long 1 short 1 long
To Seattle via Union Pacific R. R. ..... 1 long

NORTHERN PACIFIC RR — BLACK RIVER

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

No. 16 will stop on signal at Auburn for revenue passengers to Spokane or points beyond.

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

See additional Special Instructions for Fourth Subdivision on Page 5.

		Capacity in cars		Telegraph calls	Distance from Warden	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Moses Lake	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
		Sidings	Other tracks								
	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					
		61	77		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	PXY	8.00 AM to 5.00 PM 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; 35 M. P. H. between Tiflis and Moses Lake. Rule 83(B) does not apply at Moses Lake.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Scalley Spur	0.4	West	Sieler

WESTWARD SIXTH SUBDIVISION EASTWARD

		Capacity in cars		Telegraph calls	Distance from Tiflis	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Marcellus	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
		Sidings	Other tracks								
	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

Name	Miles	Direction	Station
Laing	4.6	West	Tiflis
Jantz	4.2	West	Lauer
Reiman	2.0	West	Lauer

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 2

SEPT. 28, 1958

		Capacity in cars									
		Sidings	Other tracks	Telegraph calls	Distance from Beverly Jct.	STATIONS	Distance from Hanford	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L				0.0	**BEVERLY JCT.**	20.8	JPX	No Office	A	
						4.0					
		21			4.0	**LEVERING**	16.8		No Office		
						10.4					
		60			14.4	**PRIEST RAPIDS**	6.4	PX	No Office		
						6.4					
	A				20.8	**HANFORD**	0.0	X	No Office	L	
						3.5					
						HANFORD YARD		PVXY			

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
M. C. S.	0.8	West	Priest Rapids

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 2

SEPT. 28, 1958

		Capacity in cars									
		Sidings	Other tracks	Telegraph calls	Distance from Cedar Falls	STATIONS	Distance from Everett	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L		Yard	MY	0.0	**CEDAR FALLS**	54.6	BJKOPRWXYZ	8.00 AM to 11.00 PM Except Sat., Sun. & Mon.	A	
						5.9					
					5.9	**TANNER** (N. P. Crossing)	48.7	P	No Office		
						2.1					
		67	19		8.0	**NORTH BEND**	46.6	PX	No Office		
						3.2					
			80	Q	11.2	**SNOQUALMIE FALLS**	43.4	PX	8.00 AM to 5.00 PM Except Sat. & Sun.		
						1.1					
			19		12.3	**TOKUL**	42.3		No Office		
						4.6					
			8		16.9	**FALL CITY**	37.7	P	No Office		
						5.4					
		92	20		22.3	**CARNATION**	32.3	P	No Office		
						8.7					
		29	20		31.0	**DUVALL**	23.6	P	No Office		
						5.6					
			10		36.6	**HIGH ROCK**	18.0		No Office		
						3.6					
	A				40.2	**MONROE JCT.**	14.4	JPVX	No Office	L	
						0.3					
				RO	40.5	MONROE	14.1		Via G. N. Ry.		
						6.9					
					47.4	SNOHOMISH	7.2				
						5.8					
					53.2	LOWELL	1.4	JVX			
						0.5					
			300		53.7	**BELT YARD**	1.9	JVXZ	Via. N. P. Ry.		
					53.2	LOWELL	1.4	JVX			
						1.4					
	A		Yard	RT	54.6	**EVERETT**	0.0	BKOPRX	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

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

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Monroe Jct. and Belt Yard. Between Monroe Jct. and Lowell, Great Northern Ry. Co. time-table and rules govern. Between Lowell and Belt Yard via the Northern Pacific Ry. Co., the Northern Pacific Ry. Co. time-table and rules govern.

		Capacity in cars				Time Table No. 2 SEPT. 28, 1958 STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Bagley Jct.		Distance from Enumclaw	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L				0.0	**BAGLEY JCT.**	16.1	JPRX	No Office	A	
						2.3					
			40		2.3	**SELLECK** (Pacific States Lumber Co. Crossing)	13.8	PX	No Office		
						2.3					
					4.6	**DURHAM**	11.5		No Office		
						0.7					
					5.3	**KANASKAT JCT.**	10.8	JPV	No Office		
						2.1					
		11			7.4	**PALMER**	8.7		No Office		
						1.2					
			10		8.6	**BAYNE JCT.**	7.5	JPX	No Office		
						0.2					
			20		8.8	**BAYNE**	7.3	X	No Office		
						1.1					
					9.9	**CUMBERLAND**	6.2		No Office		
						0.8					
		15			10.7	**NACO**	5.4		No Office		
						2.0					
			62		12.7	**VEAZIE**	3.4	P	No Office		
						3.4					
	A		90	CW	16.1	**ENUMCLAW**	0.0	BOPRXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

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

At Bayne Jct. and Kanaskat Jct. normal position of junction switch is for joint track between Bayne Jct. and Kanaskat Jct.

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

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD TENTH SUBDIVISION EASTWARD

		Capacity in cars				Time Table No. 2 SEPT. 28, 1958 STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Park Jct.		Distance from Ashford	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L	35			0.0	**PARK JCT.**	5.5	JPXY	No Office	A	
						3.5					
			67		3.5	**NATIONAL**	2.0		No Office		
						2.0					
	A		80		5.5	**ASHFORD**	0.0	X	No Office	L	

Trains must not exceed a maximum speed of 20 MPH.

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

At Park Jct. trains and engines should proceed expecting to find cars on siding and on main track west from west switch of siding on Tenth Subdivision.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SECOND CLASS			Capacity in cars				Time Table No. 2				THIRD CLASS		
563	791	863					SEPT. 28, 1958				864	792	564
Time Freight	Way Freight	Time Freight									Time Freight	Way Freight	Time Freight
Daily Except Saturday	Daily Except Sunday	Daily Except Saturday	Sidings	Other tracks	Telegraph calls	Distance from Tacoma Jct.	STATIONS	Distance from Morton	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	Daily Except Sunday	Daily Except Monday	Daily Except Sunday
564													563
L 10.35PM	L 7.30AM	L 5.00AM	79		JN	0.0	TACOMA JCT.	66.5	JKPRVX	Continuous	A 10.00AM	A 1.00PM	A 10.35PM
							5.3						
11.30	7.50	5.45		234		5.3	HILLSDALE	61.2	PX	No Office	9.40	12.40	10.15
							3.7						
11.50	8.15	6.00	119			9.0	ALLISON	57.5	P	No Office	9.30	12.20	10.05
							4.2						
A 11.59PM	8.27	A 6.15AM	32	33		13.2	FREDERICKSON	53.3	JPRXY	No Office	L 9.20AM	12.05PM	L 9.55PM
							6.6						
	8.55		72			19.8	THRIFT	46.7	P	No Office		11.35	
							3.2						
	9.08		30			23.0	TANWAX	43.5	P	No Office		11.25	
							10.6						
	792 10.00 10.45						EATONVILLE JUNCTION					791 10.00 8.45	
			12			33.6		32.9	JPXY	No Office			
							1.0						
	10.30		82	30		34.6	EATONVILLE	33.9	PX	No Office		9.45	
							7.9						
	11.15		92	20		41.5	NEW RELIANCE	25.0	PX	No Office		8.15	
							5.0						
	11.30		16	30	BE	46.5	ELBE	20.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.		7.45	
							2.4						
	11.40		35			48.9	PARK JCT.	17.6	JPXY	No Office		7.20	
							4.1						
	12.45PM		27	220	D	53.0	MINERAL	13.5	PX	8.00 AM to 5.00 PM Except Sat. & Sun.		7.00	
							4.2						
	12.59		54	42		57.2	DIVIDE	9.3	PX	No Office		6.45	
							7.2						
	1.20		15			64.4	COAL CANYON	2.1	P	No Office		6.10	
							2.1						
	A 1.30PM		60	155	MN	66.5	MORTON	0.0	BKRPXY	8.00 AM to 5.00 PM Except Sat. & Sun.		L 6.00AM	

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block System is in use between Hillsdale and Tacoma Jct.

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

At Park Jct. trains and engines should proceed expecting to find cars on siding and on main track west from west switch of siding on Tenth Subdivision.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Midland	1.5	East	Allison
Columbia Powder Co.	0.7	West	Frederickson
Clay City Spur	3.2	East	Eatonville Jct.
Nineteen Creek	1.9	East	Coal Canyon

At Eatonville Jct. and Park Jct. the normal position of junction switch is for the Eleventh Subdivision.

At Frederickson the normal position of junction switch is for the Twelfth Subdivision.

Time Table No. 2

SEPT. 28, 1958

SECOND CLASS 563 Time Freight Daily Except Saturday	SECOND CLASS 863 Time Freight Daily Except Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Frederickson	STATIONS	Distance from Longview	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	THIRD CLASS 864 Time Freight Daily Except Sunday	THIRD CLASS 564 Time Freight Daily Except Sunday
L 11.59PM	L 6.15AM	34	33	SJ	0.0	FREDERICKSON	95.2	JPRXY	No Office	A 9.20AM	A 9.55PM
			19		3.4	3.4 LOVELAND 4.6	91.8		No Office		
12.20AM	6.30	70			8.0	GREENDALE 7.8	87.2	P	No Office	9.04	9.38
12.45	6.45	20	50		15.8	McKENNA 7.6	79.4	P	No Office	8.48	9.22
1.01	7.00	33	12		23.4	RAINIER 2.9	71.8	P	No Office	8.32	9.06
					26.3	(Weyerhaeuser Timber Co. Crossing) 2.6	68.9	M			
1.15	7.10		85		28.9	SKOOKUMCHUCK 1.1	66.3	JV	No Office	8.21	8.55
1.20	7.14			JC	30.0	WESTERN JCT. 1.2	65.2	JVP	6.30 AM to 3.30 PM Except Sat. & Sun.	8.18	8.50
1.30	7.18	30			31.2	OFFUTT LAKE 6.0	64.0	P	No Office	8.15	8.45
A 2.00AM	7.30	30	39		37.2	MAYTOWN 7.4	58.0	JPRX	No Office	8.00	L 8.30PM
	864 7.45	51			44.6	ESSEX 5.0	50.6	P	No Office	863 7.45	
					49.6	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT. 1.3	45.6	MX			
	8.00	40	36	CN	50.9	CENTRALIA 3.7	44.3	PXZ	8.00 AM to 5.00 PM Except Sat. & Sun.	7.30	
	8.15	54	80	CH	54.6	(3 N. P. Crossings) CHEHALIS 1.0	40.6	KMPRVX	6.30 AM to 3.30 PM Except Sat. & Sun.	7.15	
	A 8.30AM			JO	55.6	(N. P. Crossing) CHEHALIS JCT. 39.6	39.6	IJMPVX	10.00 AM to 7.00 PM Except Sat. & Sun.	L 7.00AM	
	A 11.45AM				95.2	LONGVIEW	0.0		Via N. P. Ry.	L 4.30AM	

Trains must not exceed a maximum speed of 35 MPH. between Frederickson and Western Jct., 40 MPH. between Western Jct. and M.P. 16, 2 miles west of Centralia, 15 MPH. M.P. 16 and Chehalis Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-able confers no authority between Chehalis Jct. and Longview, Northern Pacific Railway Co.'s time-table and rules govern.

Rule 83(B) does not apply to eastward trains at Chehalis Jct. Unless otherwise provided, eastward trains must obtain clearance Form A at Chehalis.

At Frederickson the normal position of junction switch is for the Twelfth Subdivision.

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

At Maytown the normal position of junction switch is for the Twelfth Subdivision.

At Skookumchuck, trains will be permitted to move on Weyerhaeuser Timber Company's tracks between the hours of 9 P. M. and 6 A. M., for switching purposes only. Such movements must be protected as prescribed by Rule 99.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
UPCO	2.8	West	Offutt Lake

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

SECOND CLASS 563 Time Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Maytown	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Hoquiam	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	THIRD CLASS 564 Time Freight Daily Except Sunday
L 2.00AM	30	39		0.0	**MAYTOWN**	56.6	JPRX	No Office	A 8.30PM
					9.4				
2.30		7		9.4	**ROCHESTER** (N. P. Crossing)	47.2	P	No Office	8.05
					1.9				
A 2.40AM				11.3	**HELSING JCT.**	45.3	JVR	No Office	L 8.00PM
					41.7				
5.15				53.0	ABERDEEN	3.6	P	Via U. P. Ry.	5.20
					3.6				
A 5.45AM				56.6	HOQUIAM	0.0	P	Via N. P. Ry.	L 5.00PM

Trains must not exceed a maximum speed of 30 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

At Maytown the normal position of junction switch is for the Twelfth Subdivision.

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

WESTWARD — FOURTEENTH SUBDIVISION — EASTWARD

THIRD CLASS 963 Way Freight Daily Except Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Chehalis Jct.	Time Table No. 2 SEPT. 28, 1958 STATIONS	Distance from Raymond	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	THIRD CLASS 964 Way Freight Daily Except Sunday
				0.0	CHEHALIS JCT.	46.2	LJMPVX	Via N. P. Ry.	
					16.9				
L 11.40AM				16.9	**DRYAD JCT.**	29.3	JRVX	No Office	A 9.10AM
					1.0				
11.45		7		17.9	**DOTY**	28.3	P	No Office	9.05
					5.2				
12.01PM		60		23.1	**HILDA**	23.1	X	No Office	8.45
					8.5				
12.30		10		31.6	**MACPHAIL**	14.6	X	No Office	8.15
					3.3				
12.43	27			34.9	**SUTICO**	11.3	X	No Office	7.40
					1.6				
12.49				36.5	**FIRDALE**	9.7	PX	No Office	7.30
					9.7				
A 1.20PM		Yard	RD	46.2	**RAYMOND** (N. P. Crossing)	0.0	BKOPRVXY	8.00 AM to 5.00 PM Except Sunday	L 7.00AM

Trains must not exceed a maximum speed of 20 MPH. between Dryad Jct. and MacPhail, 15 MPH. between MacPhail and Firdale, 20 MPH. between Firdale and Raymond.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Chehalis Jct. and Dryad Jct., Northern Pacific Railway Co.'s time-table and rules govern.

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

Time Table No. 2

SEPT. 28, 1958

		Capacity in cars				STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Bellingham		Distance from Glacier	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L		Yard	BM	0.0	**BELLINGHAM** (3 G. N. Crossings)	46.8	BKMOPRTVXZ	8.00 AM to 5.00 PM 10.00 PM to 6.00 AM Except Sat. & Sun.	A	
						4.0					
		23			4.0	**CORNWALL**	42.8		No Office		
						7.4					
		38			11.4	**WAHL**	35.4	P	No Office		
						5.6					
		23			17.0	**STRANDELL**	29.8		No Office		
						0.8					
			30		17.8	**EVERSON**	29.0	PX	No Office		
						1.5					
		25			19.3	**HAMPTON**	27.5	JPXY	No Office		
						2.9					
		17			22.2	**CLEARBROOK**	24.6		No Office		
						2.9					
			Yard	SU	25.1	**SUMAS**	21.7	PVXY	7.00 AM to 4.00 PM Except Sat. & Sun.		
						1.0					
					26.1	(N.P. Crossing)	20.7		No Office		
						5.8					
		21			31.9	**HILLTOP**	14.9		No Office		
						0.8					
			15		32.7	**COLUMBIA**	14.1		No Office		
						0.7					
					33.4	**LIMESTONE JCT.**	13.4	Y	No Office		
						3.9					
			12		36.3	**KENDALL**	10.5		No Office		
						3.2					
			15		39.5	**MAPLE FALLS**	7.3		No Office		
						7.3					
	A	22	55		46.8	**GLACIER**	0.0	Y	No Office	L	

Trains must not exceed a maximum speed of 25 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Lind Spur	2.7	West	Bellingham
Cement Spur	3.3	West	Bellingham
Bonneville Spur	3.2	West	Cornwall
Boulder Creek Spur	2.0	West	Maple Falls
Mt. Baker Mill Co.	1.8	East	Glacier

A derail is located on main track west of west wye switch at Glacier.

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

WESTWARD SIXTEENTH SUBDIVISION EASTWARD

Time Table No. 2

SEPT. 28, 1958

		Capacity in cars				STATIONS					
		Sidings	Other tracks	Telegraph calls	Distance from Hampton		Distance from Lynden	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours		
	L		20		0.0	**HAMPTON**	5.4	JPY	No Office	A	
						5.4					
	A		Yard	LY	5.4	**LYNDEN**	0.0	PR	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

Trains must not exceed a maximum speed of 20 MPH. Over Slade Crossing 1.3 miles east of Lynden 3 MPH.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Time Table No. 2

SEPT. 28, 1958

SECOND CLASS 95 Way Freight Daily Except Monday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Port Townsend	STATIONS	Distance from Port Angeles	See Rule 6-A	Office Hours Also See Page 14 for Other Assigned Hours	SECOND CLASS 96 Way Freight Daily Except Monday
L 9.05AM				0.0	PORT TOWNSEND	50.8	BVX	8.00 AM to 5.00 PM Except Sat. & Sun.	A 8.05AM
					12.3				
9.59	23			12.3	DISCOVERY JCT.	38.5	VX	No Office	7.15
					1.2				
		10		13.5	MAYNARD	37.3	X	No Office	
					11.2				
	19			24.7	BLYN	26.1		No Office	
					6.8				
11.20	34	8		31.5	SEQUIM	19.3		8.00 AM to 5.00 PM Except Sat. & Sun.	6.00
					3.6				
		7		35.1	CARLSBORG	15.7	X	No Office	
					3.8				
		7		38.9	AGNEW	11.9		No Office	
					3.5				
		12		42.4	CRANE	8.4		No Office	
					5.6				
	23			48.0	ENNIS CREEK	2.8	X	No Office	
					2.8				
A 12.30PM		Yard		50.8	PORT ANGELES	0.0	BKOPRXYZ	8.00 AM to 5.00 PM Except Sunday	L 5.00AM

Trains must not exceed a maximum speed of 15 MPH. between Port Townsend and Discovery Jct., 25 MPH. between Discovery Jct. and Port Angeles.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bekkvar	2.2	East	Blyn

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

C. P. MILES,
W. H. SMITH,
A. D. BRUNEAU,
L. H. BAILLY,
R. H. KOUBE,
F. B. CEDERHOLM,
G. C. COOPER,
Train Dispatchers.

R. E. BECK,
Chief Dispatcher.

R. L. MARTIN,
Trainmaster.

C. W. McMILLAN,
C. L. SHAW,
Travelling Engineers and
Assistant Trainmasters.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	MONDAY	HOLIDAY
Malden				7:00 AM to 4:00 PM 9:00 PM to 5:00 AM
Beverly	12:01 AM to 2:00 AM 10:00 AM to 12:01 PM	12:01 AM to 2:00 AM 10:00 AM to 12:01 PM		
Ellensburg	6:00 PM to 8:00 PM	6:00 PM to 8:00 PM		6:00 PM to 8:00 PM
Cedar Falls	7:00 AM to 3:00 PM	7:00 AM to 9:00 AM	7:00 AM to 11:00 PM	7:00 AM to 3:00 PM
Chehalis	7:00 AM to 9:00 AM	12:01 PM to 3:00 PM		12:01 PM to 3:00 PM
Chehalis Jct.		12:01 PM to 3:00 PM		
Raymond				8:00 AM to 5:00 PM
Bellingham	8:00 AM to 5:00 PM			8:00 AM to 5:00 PM
Sumas	8:00 AM to 10:00 AM			
Port Angeles				8:00 AM to 5:00 PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays. At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by bulletin. Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas on day set by Proclamation.

YARD LIMITS AT

Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west 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 1000 ft. west of west switch of U and I Sugar Co. track.

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

Tiflis—Extend from 500 ft. west of west wye switch on Fifth subdivision to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Sixth Subdivision.

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

Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Second Subdivision, and 5000 ft. west of junction switch Beverly Jct. on Seventh Subdivision.

Kittitas—Extend from 3005 ft. east of east switch to 2989 ft. west of west switch.

Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.

Hyak & Rockdale—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.

Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on Third Subdivision, and 2900 ft. west of west switch of Log Loading track on Eighth Subdivision.

Maple Valley—Extend from 3000 ft. east of east switch to Pacific Coast R. R. yard limits.

Black River—Extend from 3063 ft. west of Northern Pacific Railway crossing to Pacific Coast R. R. and Union Pacific R. R. yard limits.

Kent—Extend from 3000 ft. east of east switch to 1847 ft. west of west switch.

Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.

Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.

Tacoma, Tacoma Jct. & Hillsdale—Extend from 3500 ft. east of east siding switch at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on Fourth Subdivision and to 1608 ft. west of west switch Hillsdale on Eleventh Subdivision.

Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.

Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.

North Bend—Extend from east switch to 3500 ft. west of west switch.

Snoqualmie Falls—Extend 3100 ft. east of east switch to 2692 ft. west of west switch.

Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.

Everett & Belt Yard—Extend from Lowell Jct. to end of track Everett and Belt Yard N. P. Ry. connection to end of track.

Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on Ninth Subdivision.

Selleck—Extend from 2263 ft. east of east switch to 3120 ft. west of west switch.

Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west of Bayne Mine switch.

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

Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on Eleventh Subdivision, and 2672 ft. west of west switch on Twelfth Subdivision.

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

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

Park Jct.—Extend from 3060 ft. east of east switch to 2860 ft. west of west switch on Eleventh Subdivision, and 6468 ft. west of west switch on Tenth Subdivision.

Mineral—Extend from 1438 ft. east of east switch to 1473 ft. west of west switch.

Divide—Extend from 2500 ft. east of east switch to 3500 ft. west of west switch.

Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.

Ashford—Extend from 242 ft. east of east switch to end of track.

Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on Twelfth Subdivision, and to 3279 ft. west of west switch on Thirteenth Subdivision.

Centralia & Blakeslee Jct.—Extend from 512 ft. east of N. P. Ry. crossing at Blakeslee Jct. to 3555 ft. west of west switch Centralia.

Chehalis—Extend from 2975 ft. east of east switch to N. P. Ry. and C. C. & C. Ry. connection.

Dryad Jct.—Extend from junction switch to 1500 ft. west of junction switch.

Hilda—Extend from 1500 feet east of east switch to 1500 feet west of west switch.

MacPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.

Firdale—Extend from 3500 feet west of M.P. 56 to 1000 ft. east of east switch at Sutico.

Raymond—Extend from 4230 ft. east of east switch to end of track.

Port Angeles & Ennis Creek—Extend from 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.

Carlsborg—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.

Maynard and Discovery Jct.—Extend from 1500 ft. west of switch Maynard to 1000 ft. east of east switch Discovery Jct.

Port Townsend—Extend from 2500 ft. west of west main line switch east to end of yard tracks.

Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.

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

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

LOCATION OF EMERGENCY TELEPHONES AT AND BETWEEN STATIONS

FIRST SUBDIVISION:
Malden—Room East of waiting room and on pole at west switch.
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 west switch.
Warden—Section house, depot baggage room and west switch.
Novara—East and west switch.

SECOND SUBDIVISION:
Othello—East and west switch at roundhouse and car department.
Taunton—Substation.
M.P. 1999-6—Phone box, Slide area.
Corfu—East switch phone box and section house.
Smyrna—East switch phone box, section house and depot.
M.P. 2023—18 pole lengths east of M.P. 2023.
Beverly—East switch phone box, section house and cafe.
Columbia River Bridge—West end phone box.
M.P. 2029—6 pole lengths west phone box.
Doris—Substation and west switch phone box.
Rye—West switch phone box.
M.P. 2043—8 pole lengths east phone box.
Boylston—Section house and west switch phone box.
M.P. 2049—12 pole lengths west phone box.
East Kittitas—Scale house.
Kittitas—Substation.
Ellensburg—Baggage Room.
Thorp—East switch and west switch phone boxes.
Taneum—Watchman's shanty, ½ mi. west of M.P. 2070.
Tunnel 47—Just east of M.P. 2073 phone booth.
Horlick—East switch and west switch phone boxes and section house.
Riverside—Just east M.P. 2079 and M.P. 2080 phone boxes.
Cle Elum—Section house, substation, and west switch phone box.

THIRD SUBDIVISION:
Signal 5-7—10 pole lengths west of M.P. 2091 phone box.
Easton—East switch, baggage room and section house.
Bridge 18—M.P. 2100 phone booth.
M.P. 2104—6 pole lengths east phone box.
Whittier—East switch phone booth, west switch phone box and section house.
Meadow Creek—Signal 23-0 phone box.
Roaring Creek—¼ mi. west of M.P. 2110.
Keechelus Snow Shed—West end phone booth.
Hyak—East switch phone box, section house, substation, baggage room and Signal Mtr.'s house.
Rockdale—East switch phone box and west switch phone booth.
Humpback Snow Shed—100 feet west phone box.
Windy Point—½ mi. west M.P. 2120 watchman's shanty.
Bandera—East switch watchman's shanty, west switch phone box.
Harris Creek—Phone booth Signal 42-3, M.P. 2124.5.
Minot—Watchman's shanty.
Garcia—Section house, depot and west switch phone booth.
Hull Creek—3 pole lengths east of Change Creek Bridge.
Ragnar—East switch and west switch phone booths.
Cedar Falls—Substation, waiting room and west switch phone booth.
Bagley Jct.—Phone booth.
Barneston—West switch phone booth.
Trude—East switch and west switch phone booths.
Landsburg—½ mi. west M.P. 2148.
Maple Valley—Section house, east switch phone box and 2 mi. west near M.P. 2156 phone box.
Cedar Mountain*—Overhead highway crossing phone box.
Indian*—East switch and west switch phone boxes.
Elliot*—Phone box, 1 mi. east phone box, Bridge 14-2 1 mi. west, 13-4 Old Bridge 7 phone box.
Renton*—East switch and west switch phone boxes, outside depot in box.
Black River*—East switch yard phone box, N.P. transfer phone box.
Boeing Bridge*—Signal 7-2 phone box.
Davis Crossing*—Phone box.
Van Asselt*—East end yard.
*—These phones connected to the Pacific Coast Dispatcher at Maple Valley only.

FOURTH SUBDIVISION:
Black River Intg. Plant—W.B. home signal.
Black River Jct.—Yard office.
Black River—N.P. crossover phone box.
Orillia—Highway crossing phone box.
Kent—East switch and west switch phone boxes and freight house.
Auburn—East switch phone box freight house east siding switch, and west Army point switch phone box.
Benroy—East switch phone box.
Sumner—Freight house.
Puyallup—East and west switch.

FIFTH SUBDIVISION:
Tiflis—East junction switch.
Sieler—Pole box east switch.
Scalley Spur—Switch.
MacDonald—Pole box east switch.
Moses Lake—Section Foreman's House.

SEVENTH SUBDIVISION:
M.P. 9—2 pole lengths east phone box.
Priest Rapids—Station house.

EIGHTH SUBDIVISION:
Tanner—In box on pole just west main highway crossing.
North Bend—Section house.
Snoqualmie Falls—East switch phone booth and baggage room.
Fall City—Phone box.
Carnation—East switch phone booth and section house.
Duvall—Phone box.
Monroe Jct.—G.N. phone booth.
Everett—Roundhouse.

NINTH SUBDIVISION:
Selleck—Phone booth.
Kanaskat Jct.—Phone booth.
Bayne Jct.—Phone booth.
Veazie—N.P. booth, also N.P. phone.
Enumclaw—Baggage room.

ELEVENTH SUBDIVISION:
Tacoma—On pole east end of Bridge C Street.
Hillsdale—Phone booths near 60th, 64th and 72nd Streets.
Bridge GG-46—Small building.
Allison—Booth near west switch.
Frederickson—Depot.
Thrift—In building near west switch.
Tanwax—On pole at east switch.
Kapowsin—Section house.
Clay City—Box on pole near loading platform.
Eatonville Jct.—Depot.
New Reliance—Phone booth near west switch at highway crossing.
Elbe—Freight house.
Park Jct.—Phone booth near east switch.
Old Burt—On pole in box.
Mineral—Depot waiting room and section house.
Divide—Phone booth near east switch.
19 Creek—Phone booth near east switch.
Coal Canyon—Phone box on pole near east switch.

LOCATION OF EMERGENCY TELEPHONES AT AND BETWEEN STATIONS—Continued

TWELFTH SUBDIVISION:

Greendale—Phone box near west switch.
McKenna—West switch
Rainier—Freight house.
Offutt Lake—Phone box or pole near west switch.
Maytown—Freight house and section house.
Essex—Phone booth near west switch.
Centralia—Freight house.
Chehalis—Section house.

THIRTEENTH SUBDIVISION:

Rochester—In Tool house, near R. R. crossing.

FOURTEENTH SUBDIVISION:

Doty—City phone in section house.
Firdale—City phone in section house.

FIFTEENTH SUBDIVISION:

Wahl—Middle of siding.
Everson—Freight house.
Hampton—Freight house.
Sumas—Freight house.

LOCATION OF PORTABLE TELEPHONES ON FOLLOWING TRAINS:

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

TROLLEY CUT OUT SWITCHES

At stations where substations are located the air gaps are near substations, and the switches are located in the substations. At other stations switches are located near each end of siding or yard except:

Othello, west Switch—825' west of west H.B.
Jericho, Switch No. 9—2400' west of west H.B.
Beverly, Switch No. 11—625' west of west H.B.
Cohasset Pit, Switch No. 12—1.2 miles west of Beverly Jct.
Tunnel 45, Switch No. 18—1550' east of tunnel
Boylston, Switch No. 19—400' east of east H.B.
East Kittitas, Switch No. 21—2.8 miles east of east switch
Kittitas Insulated Yard—Controlled from Substation
Tunnel No. 47, Switch No. 27—325' east of tunnel
Tunnel No. 47, Switch No. 28—500' west of tunnel
Horlick, Switch No. 30—475' west of west H.B.
Cle Elum Insulated Yard—Controlled from Substation
Cle Elum, Switch No. 31—7 miles west of Cle Elum
Keechelus snowshed, Switch No. 37—325' east of shed
Keechelus snowshed, Switch No. 38—1325' west of shed
Garcia, Switch No. 44—875' east of east H.B.
Cedar Falls Insulated Yard—Controlled by switch in substation and switch No. 50-Y
Cedar Falls, Switch No. 50-Y—1575' east of west switch
Trude, Switch No. 51—650' west of west H.B.
Renton, Switch No. 60—250' east of double track H.B.
Black River, Switch No. 66—800' west of wye
Black River, Switch No. 101 controlling inbound track—650' north of O-W tower
Black River, Switch No. 102 controlling outbound track—650' north of O-W tower
Argo, Switch No. 105 controlling inbound P.C. track—at P.C.-O-W crossover
Argo, Switch No. 106 controlling outbound P.C. track—at P.C.-O-W crossover
Argo, Switch No. 107 controlling inbound O-W track—at P.C.-O-W crossover
Argo, Switch No. 108 controlling outbound O-W track—at P.C.-O-W crossover
Trolley Switches Nos. 107 and 108 may be operated by remote control switch located in U.P. Tower, Argo.
Seattle Psgr. Station, No. 109 controlling inbound track—About 0.4 mile south of station
Seattle Psgr. Station, No. 110 controlling outbound track—About 0.4 mile south of station
Switches Nos. 109 and 110 can be opened in emergency from near east end of platform Seattle Psgr. Depot.
Switches 105, 106, 107, 108, 109 and 110 can be opened under load if necessary for protection of persons or property.
Kent, Switch No. 70—1375' west of west H.B.
Auburn, Switch No. 73—650' west of west H.B.
Sumner, Switch No. 76—1050' east of east H.B.

TONNAGE CHART

TONNAGE RATING—EAST	EP-2	EF-1	EF-2 EF-3	EF-5
Tacoma to Black River	3450	CL	CL	CL
Black River to Cedar Falls	2000	4100	5500	8200
Cedar Falls to Hyak	1250	1700	2550	3400
Hyak to Cle Elum	CL	CL	CL	CL
Cle Elum to Kittitas	4000	6000	7500	12000
Kittitas to Boylston	1300	1670	2500	3340
Boylston to Beverly	1300R	1670R	2500R	3340R
Beverly to Othello	3200	5000	7000	10000

TONNAGE RATING—WEST				
Othello to Beverly	CL	CL	CL	CL
Beverly to Boylston	980	1400	2100	2800
Boylston to Kittitas	1400R	3100R	4650R	6200R
Kittitas to Cle Elum	3700	5000	7000	10000
Cle Elum to Hyak	3200	4000	5500	8000
Hyak to Cedar Falls	1250R	2800R	4000R	5600R
Cedar Falls to Black River	CL	CL	CL	CL
Black River to Tacoma	3450	CL	CL	CL

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

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. W. F. Hoffman	Oculist	Seattle
Dr. E. DeMar Anderson	Oculist	Seattle
Dr. J. M. Shiach	Oculist	Seattle
Dr. D. G. Willard	District Surgeon	Tacoma
Dr. A. W. Howe	Oculist	Tacoma
Dr. S. S. Thordarson	Oculist	Tacoma
Dr. Robert F. Kaiser	Oculist	Bellingham
Dr. H. D. Waltz	Oculist	Everett
Dr. W. W. Hicks	Oculist	Ellensburg
Dr. J. M. Nelson	District Surgeon	Spokane
Dr. Carroll Smith	Oculist	Spokane
Dr. R. L. Pohl	Asst. Oculist	Spokane

HOSPITALS

Ellensburg	Ellensburg General Hospital
Cle Elum	Roslyn Cle Elum Hospital
Everett	Providence Hospital
Seattle	Providence Hospital
Port Angeles	Olympia Memorial Hospital
Tacoma	St. Joseph's Hospital
Tacoma	Doctors' Hospital
Hoquiam	Hoquiam Hospital
Chehalis	St. Helen's Hospital
Bellingham	St. Luke's Hospital
Spokane	Deaconess Hospital St. Luke's Hospital Sacred Heart Hospital

Stretchers are located as follows: Malden, Spokane, Lind, Othello, Beverly, Ellensburg, Cle Elum, Hyak, Cedar Falls, Tacoma, Morton, Mineral, Black River.

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE TELEPHONE
Spokane	*Dr. J. M. Nelson	Dist. Surgeon	MAdison 4-5351	KEystone 4-8200
Spokane	*Dr. C. L. Kyle	Local Surgeon	MAdison 4-7744	FAairfax 8-7581
Spokane	*Dr. E. G. Peacock	" "	MAdison 4-2136	MAdison 4-6880
Rosalia	Dr. O. I. Lowry	" "	J3-2061	J3-2066
Moses Lake	Dr. K. P. Conklin	" "	RO 5-3433	RO 5-5273
Ritzville	Dr. J. C. Lindsay	" "		
Othello	Dr. K. Q. Pershall	" "	HU 8-3812	HU 8-3811
Othello	Dr. G. Love	Asst. Surgeon		
Ellensburg	*Dr. Carl W. Olander	Local Surgeon	WOoland 2-1461	WOoland 2-4601
Ellensburg	Dr. R. M. Hill	Asst. Surgeon	WOoland 2-1461	WOoland 2-3327
Ellensburg	Dr. R. H. Welding	" "	WOoland 2-1461	WOoland 2-6651
Ellensburg	Dr. J. W. Devney	" "	WOoland 2-1461	WOoland 2-3657
Cle Elum	*Dr. J. P. Mooney	Local Surgeon	Roslyn 61	Roslyn 635
North Bend	Dr. J. O. Borgen	" "	88-1771	88-1381
Snoqualmie	Dr. F. R. Sutherland	" "	88-3352	88-3535
Snoqualmie	Dr. J. L. Whitaker	" "	88-3352	88-3423
Fall City	Dr. Irene C. Werthman	" "		
Carnation	Dr. P. O. Hermann	" "		
Everett	*Dr. A. H. Gunderson	" "	ALpine 2-0123	ALpine 2-0123
Enumclaw	Dr. E. R. Tiffin	" "	TAylor 5-2222	TAylor 5-3809
Renton	Dr. F. W. Reebs	" "	ALpine 5-2451	
Seattle	*Dr. J. F. DePree	Local Surgeon	MAin 3-3037	SUnset 4-3921
Seattle	*Dr. J. D. Layman, Jr.	" "	MAin 4-7174	East 2-2580
Seattle	*Dr. I. M. Cohn	Asst. Surgeon	MAin 3-2839	ATwater 2-9414
Seattle	*Dr. Wm. C. Speidel	Local Surgeon	MAin 2-1291	PArkway 2-0240
Kent	Dr. J. O. Taylor	" "	ULrick 2-3700	ULrick 2-0568
Auburn	Dr. John Darst	" "	TEmple 3-1680	TEmple 3-3354
Auburn	Dr. E. K. Giere	" "	TEmple 3-3260	TEmple 3-4660
Puyallup	Dr. E. F. McCabe	" "	THorndyke 5-6682	THorndyke 5-8176
Sumner	Dr. J. M. Kanda	" "	UNiversity 3-4162	UNiversity 3-4436
Tacoma	*Dr. D. G. Willard	" "	Broadway 2-4197	Market 7-0630
Tacoma	*Dr. S. E. Adams	Asst. Surgeon	Fulton 3-1559	Skyline 2-1492
Tacoma	*Dr. G. G. McBride	" "	Broadway 2-5385	Skyline 9-7564
Tacoma	*Dr. A. J. Hermann	" "	Broadway 2-1419	Skyline 9-4632
So. Tacoma	Dr. F. P. Hoskins	" "	Greenfield 4-9300	Skyline 9-0924
Eatonville	Dr. D. M. Nevitt	Local Surgeon	TErrace 2-3111	TErrace 2-3116
Aberdeen	Dr. K. D. Graham	" "	407	3450
Hoquiam	Dr. R. F. Ballard	" "	ABerdeen 553	ABerdeen 2371
Chehalis	Dr. L. G. Steck	" "	SHerwood 8-7143	SHerwood 8-4332
South Bend	**Dr. A. C. Dalinkus	" "	Trinity 55621	Trinity 55070
Longview	Dr. J. L. Norris	" "	HAmilton 3-1510	HAmilton 5-4020
Port Townsend	Dr. H. G. Plut	" "	370	483
Port Angeles	*Dr. R. S. Hamilton	" "	GLencourt 7-9411	
Port Angeles	*Dr. Albert R. Mangan	" "	GLencourt 7-4761	GLencourt 7-4631
Bellingham	*Dr.W. C. Moren	" "	REgent 4-5990	
Everson	Dr. K. H. Spady	" "	WOodland 6-3441	

*Examining Surgeons **Re-examinations only

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 drawbar, 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 employee must ride on the footboard.

In the gangway of engines.

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.

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

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 quipment 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 CTC. When the CTC 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 CTC 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 CTC territory without the proper authority including the information required by Rules S-83 and D-83.

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

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

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

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

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

See Rule 663(A).

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

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

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

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

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

GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Diesel or electric engines with unobstructed view in either direction may be operated at 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 accessible, 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 When diesel-electric or electric engines are handled dead in train, the following will apply:

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

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44-ton diesel engine is being handled dead in freight train, it must be placed 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 diesel engine on 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 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 M.P.H. must not be exceeded.

Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

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

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 speed shown below and further reduction made where conditions require:

Type of equipment	M.P.H.
Trains handling loaded air dumps (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
The following diesel engines either dead in train or operating under own power:	
68 ABC	55
1670 and 1671, 2000 to 2006 AB	50
1610 to 1635	45
1600 to 1603	40
1699 to 1709	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 degrees on the right hand side of the track, indicates that the permissible speed beginning 3,000 feet 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 timetable 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 brakeman and sleeping or parlor car employes to do so.

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

Public address system should be utilized 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 the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the 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.

G44 Speedometers on road engines in main line service must be checked by observing time between mile posts on each trip.

Check must be made at first opportunity after departure from point where engineer takes charge of engine.

The location, speed and any variation must be shown on work report.

G45 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen, Miles City, Deer Lodge, Othello_____All Trains
St. Paul_____Freight trains only
Minneapolis_____Passenger trains only

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.	20 M.P.H.
Fourth Subdivision	35 M.P.H.	25 M.P.H.
Fifth Subdivision	20 M.P.H.	15 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	25 M.P.H.	15 M.P.H.
Ninth Subdivision	20 M.P.H.	10 M.P.H.
Tenth Subdivision	15 M.P.H.	10 M.P.H.
Eleventh Subdivision	25 M.P.H.	20 M.P.H.
Twelfth Subdivision	25 M.P.H.	20 M.P.H.
Thirteenth Subdivision	25 M.P.H.	20 M.P.H.
Fourteenth Subdivision	20 M.P.H.	15 M.P.H.
Fifteenth Subdivision	15 M.P.H.	10 M.P.H.
Sixteenth Subdivision	15 M.P.H.	10 M.P.H.
Seventeenth Subdivision	15 M.P.H.	10 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 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.	20 M.P.H.
Fourth Subdivision	35 M.P.H.	25 M.P.H.
Fifth Subdivision	20 M.P.H.	15 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.
Ninth Subdivision	20 M.P.H.	15 M.P.H.
Tenth Subdivision	15 M.P.H.	10 M.P.H.
Eleventh Subdivision	20 M.P.H.	15 M.P.H.
Twelfth Subdivision	25 M.P.H.	20 M.P.H.
Thirteenth Subdivision	25 M.P.H.	15 M.P.H.
Fourteenth Subdivision	20 M.P.H.	15 M.P.H.
Fifteenth Subdivision	15 M.P.H.	10 M.P.H.
Sixteenth Subdivision	15 M.P.H.	10 M.P.H.
Seventeenth Subdivision	15 M.P.H.	10 M.P.H.

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

Turnouts laid with long frogs are located at:

Station	Location
Maple Valley	Turnout from CMStP&P to PCRR track
Tacoma Jct.	Turnout from CMStP&P to UPRR track

X3 (A) All spring switches except those 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 MPH while moving against the points at the following spring switches. (See Special Instruction G34).

Ragnar_____West siding switch
Tacoma Jct._____East End of double track
Frederickson_____Junction switch
Maytown_____Junction switch

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

X4 Electric freight engines class EF-1, EF-2, EF-3, and EF-5 must not exceed a speed of 45 MPH.

X5 Ten-minute fusees should be used on First, Second, Third and Fourth Subdivision. Five-minute fusees should be used on all other Subdivisions except where operating under the rules of another railroad, requiring the use of ten-minute fusees.

X6 When any type of engine is used in helper service on passenger trains, the helper engine should be placed on the head end.

X7 Log handling trains will come to a stop while passenger trains are being met or are passing.

X8 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 Back Pressure, Arm Lift Method of resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of

the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

Due to settling of trolley poles on fills, raising of track when ballast is applied, and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less than standard height of 24'2".

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:

First Subdivision	Ewan
Fifth Subdivision	All Stations
Sixth Subdivision	All Stations
Seventh Subdivision	All Stations
Eighth Subdivision	All Stations
Ninth Subdivision	All Stations

Eleventh Subdivision: Allison, Frederickson, Thrift, Tanwax, Eatonville Jct., Elbe, Mineral, Morton.

Twelfth Subdivision: Greendale, McKenna, Rainier, Offutt Lake, Maytown, Centralia, Chehalis.

Thirteenth Subdivision	All Stations
Fourteenth Subdivision	All Stations
Fifteenth Subdivision	All Stations
Sixteenth Subdivision	All Stations
Seventeenth Subdivision	All Stations

X10 Operation of trains on mountain grades.—In addition to instructions contained in Manual of Rules and Instructions on Air Brake and Train Air Signals, Form 2697 Revised effective Jan. 1, 1958 in which reference is made to rules and paragraph numbers, the following will govern:

(a) When there is no helper on the rear, the rear car must be one that is equipped with a good hand brake. Conductors are responsible for having trainmen properly stationed.

(b) When a helper is used on the rear of a freight train, it must be in advance of outfit cars, or cars of insufficient strength to safely resist the push of such helper.

(c) Before commencing descent of grade from Hillsdale to C Street, Tacoma, a brake pipe test as per Rule 128 must be made and all retainers must be turned up on eastward trains between Hillsdale and Tacoma as per Rule 107. (See Special Instructions X11.)

(d) Before commencing descent of grade from New Reliance to Eatonville Junction, brake pipe test as per Rule 128 must be made at New Reliance, and retainers must be turned up between New Reliance and Eatonville Junction as per Rule 107. Does not apply to trains handled by diesel electric engines equipped with regenerative braking.

(e) Before commencing descent of grade from MacPhail to Sutico, a sufficient number of retainers as determined by the conductor and engineer handling the train will be turned up to insure proper control of train speed. When engineer handling train is not familiar with this portion of the railroad, retainers must be turned up on all cars in the train.

(f) Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.

(g) Rule 49 (Inoperative Air Brakes) does not apply on mountain grade.

(h) In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required providing there has been no change in position of hose cocks or double heading cocks since last test, EXCEPT when necessary to hold train with air brakes, in which case Rules 107, 129 and 130 will govern.

(i) If regeneration fails descending a mountain grade, the train must be brought to a stop immediately as per Rule 130, all available retainers turned up and the brake pipe pressure fully restored before proceeding.

(j) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have brake pipe charged to this pressure before commencing descent of mountain grade as per Rule 129. When there is no stop to be made at summit of mountain grade, engineers will adjust the brake pipe pressure to 90 lbs. four miles before reaching summit and trainmen on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 82.

(k) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the brake pipe fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test as per Rule 128 must be made before proceeding.

(l) All trains descending the grade Boylston to Beverly and Rockdale to Cedar Falls with air brakes will stop at Rye and Garcia for inspection and to permit wheels to cool.

(m) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does not come on the line again within one minute, engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line, engineer will recharge the brake pipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.

(n) All trains descending grade designated as mountain grade in the electrified territory with a power unit that will not regenerate, must turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of the grade has been reached. Rules 107, 129 and 130 will govern.

(o) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brake pipe test as per Rule 128 must be made before the backing movement begins; the brake pipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

When the engineer on the road engine applies the brakes for brake-pipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the brake pipe and control the air brakes during the backing movement; electric locomotives should be operated in series regeneration during the backing movement.

When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine; the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Trainmen must know that the brakes on the rear end of the train are released before the train starts.

X11 When eastward freight trains with logs between Morton and Tacoma are handled by a diesel locomotive with dynamic brake working on all units, Paragraphs (c) and (d) of Special Instruction X10 are modified to read as follows:

"Before leaving Divide and when cars are picked up enroute, place all retainers on loaded cars in the fourth or slow release position except on the last eight cars in train, on which retaining valves will be left in release position. Retainers will be left in these positions to Tacoma. When twelve cars or less not equipped with fourth position retainers are handled in these trains, eight will be placed just ahead of the caboose, the balance anywhere in the train."

"If the number of cars exceed twelve, eight will be placed just ahead of the caboose and balance next to the engine. The retainers on the cars next to the engine will be placed in the high-pressure position at Hillsdale and turned down to release position at C Street, Tacoma. The retainers on the eight cars next to the caboose will be left in release position."

X12 In placing passenger equipment with buffers in freight trains, such cars must not be placed between freight cars equipped with top pin lifter couplers unless the top pin lifter couplers have a direct connected uncoupling rod (not a chain) and provided the coupler heights are such that the buffer will not come in contact with the lock lifter or the uncoupling rod.

Express refrigerators or passenger cars equipped with U. C. brake equipment, when handled in freight trains, should be handled on the head end of the train.

Passenger cars equipped with L. N. brakes can be hauled in either head or rear end of freight trains.

X13 When safe operation of trains will permit, brakes should not be applied on engine or cars during dry weather while passing over Bridge EE-384-B, four and one-half miles west of Ellensburg; Bridge EE-386-B, five and one-half miles west of Ellensburg, or other open deck trestles or bridges between Malden and Tacoma.

X14 At Tacoma Jct., when there are train orders affecting yard movements or westward trains moving to Tide Flats Yard or Tacoma on the Fourth Subdivision, Train Dispatcher will instruct the Operator to stop such movements before making delivery of the train orders.

X15 Until further notice, all eastward trains handling loaded log cars and all other trains which in the engineers' judgment require increased braking power will raise air brake train line pressure to 100 lbs. at Hillsdale.

Feed valve should be set at normal pressure after arrival of train at Tide Flats Yard.

X16 Dangerous gases are present in the exhaust from engines of the Waukesha or similar type used for air conditioning and power supply. These gases, if present in sufficient concentration, may cause illness or even fatalities if they are drawn into the cars by circulating fans such as when a train is stalled in a tunnel or in deep snow.

If a train hauled by a diesel engine 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 or similar type 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 and 5754
Diner	114
P & B Cars	206 and 207
Coaches	454 to 478 inclusive
Coaches	649, 650 and 651
Super Dome Cars	50 to 59 inclusive
All Business Cars	

(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.

If a passenger train is stalled in snow of sufficient depth which will restrict the dissipation of the exhaust gases from Waukesha or similar type engines, such engines must be stopped immediately.

X17 At Marengo, Maple Valley, Black River and Tacoma Junction, trains other than those displaying signals for a following section, may register by register ticket.

X18 Seattle water shed extends from one mile east of Cedar Falls station to Landsburg, and from Cedar Falls station to one mile west of station on Eighth Subdivision. All toilets must be kept locked in trains in this district and in city limits Renton and Seattle. Refuse must not be thrown from private, dining, or other cars within these limits. Conductors will be held responsible for strict observance of this rule.

X19 In addition to those designated in timetable, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Tacoma Roundhouse Office, Spokane Roundhouse and Telegraph Office.

X20 Manually controlled crossing signals are in use at D Street, Tacoma. Movement on team track over D Street must be protected by a member of the crew taking a position on the crossing to warn highway traffic of approaching trains.

X21 In Automatic Block Signal territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X22 If trolley wires are observed to be slack the pantograph should be lowered and locomotive drifted by. If there is any question about low wires becoming entangled with locomotive or cars, train should be brought to a stop immediately and actual condition with regard to clearance of wires above locomotive and cars should be determined before proceeding.

X23 Eastward second and inferior class trains and engines and yard movements must not enter upon the eastward main track between Depot Switch and Tacoma Jct. until it has first been determined that all eastward first class trains due at Tacoma Jct. have passed Tacoma Jct. Westward second and inferior class trains and engines and yard movements must not enter upon the westward main track between Tacoma Jct. and Depot Switch until it has first been determined that all westward first class trains due at Tacoma have arrived Tacoma.

X24 Cle Elum Substation is operated automatically. Emergency switch is located in Cle Elum Depot just west of Operator's desk which may be opened in an emergency, but after doing so, Train Dispatcher must be notified so that proper protection will be provided in addition to flagging air gap.

X25 CREWS HANDLING ELECTRIC ROTARY SNOW PLOWS WILL BE GOVERNED AS FOLLOWS:

(A) When moving to and from terminals, not in snow operation, pantograph must be locked down and secured to prevent coming in contact with trolley. Grounding switch must be in proper position.

(B) Must have regular air gap order at all times.

(C) When handled by diesel power and crew has air gap order, pantograph must be locked down and secured before passing air gap and order issued: "May pass air gap after it is known pantograph is locked down and secured."

(D) Crews handling these machines are responsible for knowing pantograph is properly secured and grounding switch is in proper position.

FIRST SUBDIVISION

X26 Speed restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Spokane passenger depot, trains handling dome car account depot platforms and girder encasements	10	10
Through City Limits at Malden, Wash.	35	35
Through City Limits at Lind, Wash.	70	55
Through City Limits at Warden, Wash.	50	50
Through City Limits at Othello, Wash.	40	40

X27 All trains must approach and leave passenger station at Othello at restricted speed.

X28 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.

X29 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.

X30 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 a slide fence, making sure that track and bridge structures are in a safe condition.

SECOND SUBDIVISION

X31 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Bridge EE-260, 3½ miles west Smyrna	50	40
Bridge EE-384-B, 2½ miles east Thorp	50	40
Corporate Limits Town of Othello, Wash.	40	40
Corporate Limits Town of Kittitas, Wash.	65	50
Corporate Limits City of Ellensburg, Wash.	50	35
Corporate Limits Town of Cle Elum, Wash.	60	50

THIRD SUBDIVISION

X32 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
First curve east and first curve west Bridge FF-4, 3½ miles west Cle Elum	45	35
Corporate Limits Town of Cle Elum, Wash.	60	50

X33 Trains handling logs loaded on flat cars without side stakes should not exceed a speed of 15 M.P.H. when operating over bridge FF-120, one mile west of Cedar Falls Depot.

FOURTH SUBDIVISION

X34 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. Psgr. Trains	Other Trains
Over N.P. Crossing Black River	35	35
East Leg of Wye Black River	13	13
Corporate Limits Town of Pacific, Wash.	50	50

X35 At Tacoma, the normal position of the crossing gate over the N.P. crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMStP&P tracks.

X36 Manually controlled switches for operating traffic signal lights at the foot of west end of Eleventh Street Bridge Tacoma must be operated when switching movements are made over Eleventh Street.

X37 Manually controlled switches are installed to permit the starting or stopping by hand of crossing signals at Pacific Highway crossing at Sumner.

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

X38 At Tacoma, before a train or engine enters onto or makes a move over the crossing at Pacific Avenue, South 26th Street and Wakefield Drive, a trainman must first place the City Traffic lights at the crossing in a STOP position by operating switch located in box on either side of crossing.

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

X39 Union Pacific Class Engines 3800, 3900 and 4500 HP Alco-GE gas turbine electric engines are prohibited from using the following tracks between Black River and Tacoma Jct.:

Sumner: Associated Frozen Foods Track. Track over Stuck River Bridge serving Standard Brands, Fibreboard Products and Pacific Lumber Agency.

In addition to the above restrictions, the maximum speed permissible for this class engine between Tacoma Jct. and Black River is 60 MPH, subject to speed restrictions due to curvature and other time table or special instructions.

D-12	D-45	D-15	D- 3.8
D-16	D-24	D-10	D-48
D-30	D-20	D- 6	D-60
D-40			

Note: The number following the D indicates the horsepower, in hundreds, and includes all engines of that horsepower.

X40 Eastward trains having authority to hold main track when meeting westward trains at Puyallup must not pass signal at west switch until westward train has arrived. A train on main track between switches will give a westward train a stop indication at the west switch at Sumner.

X41 The signal located 850 feet west of Tacoma Jct. office on Fourth Subdivision governs eastward movements from east-

ward track and will display indications in accordance with Rules 601 A Fig. 11 and 601 F Fig. 7. (See Rule 514.)

The eastward signal located 225 feet west of Tacoma Jct. office on Eleventh Subdivision governs eastward movements and will display indications in accordance with Rules 601 A Fig. 8, 601 B Fig. 7, 601 C Fig. 7, (See Rule 519), Rule 601 D Fig. 3.

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

The top unit governs westward C.M.St.P.&P. movements to the Eleventh Subdivision and will display indications in accordance with Rules 601 A Fig. 9 and 601 B Fig. 8.

The middle unit governs westward movements to the U.P. track and will display indications in accordance with Rules 601 A Fig. 9 and 601 E Fig. 8.

The lower unit governs westward C.M.St.P.&P. movements on Fourth Subdivision and will display indications in accordance with Rules 601 A Fig. 9 and 601 F Fig. 5.

The signal located 35 feet east of Tacoma Jct. office on the U.P. track governs movements to C.M.St.P.&P. track and will display indications in accordance with Rules 601 A Fig. 6, 601 B Fig. 5 and 601 C Fig. 5.

X42 All eastward trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone unless register check has previously been left at Tower.

FIFTH SUBDIVISION

X43 Speed Restrictions (In addition to General Speed Restrictions)

1000 H.P., 1200 H.P., GP-9 4-wheel truck 1750 H.P. and SD-7 6-wheel truck 1750 H.P. diesels must not exceed 35 MPH Tiflis to MP 12.8 west of Goodrich and 15 MPH from MP 12.8 to end of line.

At Tiflis, trains and engines must not exceed 10 MPH between the switches on Moses Lake leg of the wye on Fifth Subdivision.

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

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

SIXTH SUBDIVISION

X44 Speed Restriction (In addition to General Speed Restrictions)

1000 H. P., 1200 H. P. and 1750 H. P., four wheel truck diesel must not exceed 15 M.P.H. between Tiflis and Marcellus.

SEVENTH SUBDIVISION

X45 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Beverly to Hanford	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15

EIGHTH SUBDIVISION

X46 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Monroe to Cedar Falls	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15
1.5 miles west Cedar Falls to one-half mile east Tanner	15
Within Yard Limits Snoqualmie Falls	6
Trains handling logs:	
Over highway crossing at Tanner	10
2 miles east of Carnation to Carnation	15
On Curve just west M.P. 38, about 2 miles east Monroe Jct.	25
Over Bridge FF-962 between M.P. 39 and 40, about one-half mile east Monroe Jct.	15
Corporate Limits Town of North Bend, Wash.	15
Corporate Limits Town of Carnation, Wash.	20
Corporate Limits Town of Duvall, Wash.	20

X46A Engines when doubleheading must not exceed a speed of 15 miles per hour over bridge FF-856-B one-half mile east of Carnation, and over Bridge FF-962 one-fourth mile east of Monroe Jct.

NINTH SUBDIVISION

X47 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Bagley Jct. to Enumclaw	
1750 HP 4-wheel truck Diesels	15
Corporate Limits Town of Enumclaw, Wash.	25
Between Kanaskat Jct. and Bagley Jct., trains handling steam wrecking derrick, pile driver or locomotive crane	10

X48 Between Bayne Jct. and Bagley Jct. via joint track, Northern Pacific wrecking derricks 41 to 48, inclusive, Pile Driver 25, and engines heavier than NP class S-4 not permitted.

Between Bayne Jct. and Enumclaw, Northern Pacific engines, classes A-2 to A-5, inclusive, and Z-5 to Z-8, inclusive, not permitted.

X49 Trains handling logs will not cross on overhead bridge between Bayne Jct. and Kanaskat Jct. while a train is passing under this bridge on Northern Pacific First Subdivision.

X50 At Selleck the Cascade Timber Company's tracks may be used to a point 250 feet beyond the east switch. All movements must be made at restricted speed, looking out for engines and cars of the Cascade Timber Company. Derail is located on west end of Northern Pacific siding and on Cascade Timber Company's track 1000 feet west of west yard switch.

ELEVENTH SUBDIVISION

X51 Speed Restriction (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Over C and D Streets, Tacoma	10
Between Tacoma Jct. and Hillsdale	15
Eastward trains New Reliance and Eatonville Jct.	20
Over Nisqually River Bridge	15
On curve 1 mile east Mineral	15
2 miles west of Divide and Coal Canyon	15
Coal Canyon and Morton	25
Corporate Limits, Town of Eatonville, Wash.	20
Corporate Limits Town of Morton, Wash.	15
From St. Paul Reload track switch to west end interchange at Morton	15

X52 When shoving cars over highway crossings on Kosmos Logging Line between Morton and Interchange Track, trains must come to a full stop and flag the crossing. During the night the crossing floodlight must be lighted for all trains while passing over crossing.

X53 Eastward trains and engines on Eleventh Subdivision moving between Hillsdale and Tacoma Jct. must stop before passing stop board located just west of C Street.

TWELFTH SUBDIVISION

X54 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Over RR Crossings Blakeslee Jct.	20
Over RR Crossings Chehalis Jct.	10
Through spring switch turnout and around curve to interchange switch at Frederickson	20

X55 Chehalis and Western Ry. Co. trains will not register at Maytown.

X56 At Skookumchuck, the normal position of the crossing gates over the Weyerhaeuser Timber Company crossing, located 2.5 miles east of the station, is for movements on the CMStP&P tracks.

X57 At Chehalis the normal position of the crossing gates over the N.P. crossings is for movements on the CMStP&P tracks.

THIRTEENTH SUBDIVISION

X58 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Maytown to Helsing Jct.	
1000 and 1200 HP Diesels	25
1750 HP 4-wheel truck Diesels	15

FOURTEENTH SUBDIVISION

X59 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Dryad to Raymond	
1750 HP 4-wheel truck Diesels	15

FIFTEENTH SUBDIVISION

X60 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Bellingham to Glacier	
1750 HP 4-wheel truck Diesels not permitted.	
1000 and 1200 HP Diesels	15
On O.P.C. track between east wye switch and end of track Limestone Jct.	10
Limestone Jct. to Glacier	10

X61 At Bellingham, the normal position of the crossing gates over the crossing of the G. N. track in the yard, is for movements on the G. N. track.

X62 When trains operating on the Fifteenth and Sixteenth Subdivisions are double-headed, there must be at least 8 cars between engines.

SEVENTEENTH SUBDIVISION

X63 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH. All Trains
Port Angeles to Discovery Jct.	
1750 HP 4-wheel truck Diesels	15
Discovery Jct. to Port Townsend	
Only 600 HP and 6-axle Diesels may be operated.	
Over Morse Creek Bridge at M.P. 45 to ½ mi. west of M.P. 50	10
On curves and slide areas	15

X64 C.M. St. P. & P. Engines are prohibited from using east leg of old wye at Port Townsend.