

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

COAST DIVISION

TIME TABLE No. 5

Taking effect at 12:01 A.M.

Pacific Standard Time

SUNDAY, NOVEMBER 30, 1969

For the government and information
of employees only

D. F. GALLIPO
Assistant Superintendent

E. J. LYNAM
Assistant Superintendent

M. T. SEVEDGE
Superintendent

Q. W. TORPIN
General Superintendent of Transportation

M. GARELICK
Assistant General Manager

L. V. ANDERSON
Asst. Vice President
Operation and
General Manager

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30
59	61	144	25
60	60	180	20
61	59	240	15
62	58.1	360	10

			Capacity in cars		Telegraph Calls	Distance from Avery	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Malden	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours			
			Sidings	Other Tracks									
				Yard	NF	0.0	AVERY 5.3	108.8	BFKOPQ RTWY	3.00 AM to 10.59 AM 3.30 PM to 11.30 PM	A		
		50	16			5.3	ETHELTON 8.5	103.5	P	No Office			
		100	12			13.8	POCONO 8.6	95.0	P	No Office			
		106	22			22.4	CALDER 10.9	86.4	P	No Office			
		103	15			33.3	ST. JOE 6.6	75.5	P	No Office			
		52				39.9	OMEGA 5.5	68.9	P	No Office			
		133	Yard	CB		45.4	ST. MARIES 5.9	63.4	BFJKO PQRTWYZ	7.00 AM to 11.00 PM Exc. Sat. & Sun.			
		47	47			51.3	RAMSDELL 5.9	57.5	P	No Office			
		128	10			57.2	PEDEE 7.2	51.6	P	No Office			
		121	75	WJ		64.4	PLUMMER 7.6	44.4	JKOPQTY	Continuous			
		51				72.0	MOWRY 8.1	36.8	P	No Office			
		91	23			80.1	TEKOA 7.2	28.7	P	No Office			
		21				87.3	SEABURY 5.9	21.5	P	No Office			
		90				93.2	PANDORA 6.5	15.6	P	No Office			
		43	17			99.7	ROSALIA 5.5	9.1	P	No Office			
			26			105.2	SQUAW CANYON 3.6	3.6	P	No Office			
	A		Yard	M		108.8	MALDEN	0.0	BKOPQ RTWXY	6.00 AM to 10.00PM			

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

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

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

The train order signal at St. Maries applies only to First Sub-division trains.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Hoyts Spur	3	0.5	West	Ethelton
Hepton Spur	6	1.5	West	St. Maries
Lone Pine	12	2.0	West	Tekoa

THIRD CLASS	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Plummer	Time Table No. 5 NOV. 30, 1969	Distance from Spokane	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	SECOND CLASS
		Siding	Other Tracks							64	388 UP
										Time Freight	Mixed
Daily	Daily								Daily	Daily	
8.45 ^{AM}	8.30 ^{AM}			WJ	0.0	PLUMMER -6.4	41.5	JKOPQRTY	Continuous	A 3.45 ^{AM}	A 2.10 ^{AM}
	8.40		24	WY	6.4	WORLEY 1.4	35.1	P	No Office	3.30	
9.03	8.45	70			7.8	MOZART 5.3	33.7	P	No Office	3.25	1.55
			19		13.1	SETTERS 2.4	28.4	P	No Office		
9.15	9.05	34			15.5	SAXBY 4.3	26.0	P	No Office	3.10	1.42
A 9.25 ^{AM}	A 9.15 ^{AM}	53	8	MU	19.8	MANITO 15.2	21.7	JPTY	No Office	3.00 ^{AM}	1.30 ^{AM}
				SP	35.0	DISHMAN 2.1	6.5	OP			
	A 10.00 ^{AM}		Yard		37.1	EAST SPOKANE 4.4	4.4	BTQPR	Via U. P. R. R.	2.00 ^{AM}	
				SN	41.5	SPOKANE	0.0	BFKP RWZ			

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Manito and Spokane. Union Pacific R. R. time-table governs.

ABS is in use between Manito and Plummer.

Rule 83(B) does not apply at Manito.

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

Capacity in cars		Telegraph culls	Distance from Malden	Time Table No. 5 NOV. 30, 1969 STATIONS		Distance from Othello	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours
Sidings	Other tracks							
	Yard	M	0.0	MALDEN	103.4	BKOPQRTWY	6.00 AM to 10.00 PM	
	26		3.6	PINE CITY	99.8	P	No Office	
50			5.6	KENOVA	97.8	P	No Office	
93			17.0	LAVISTA	86.4	P	No Office	
24	S		19.2	EWAN	81.2	PW	No Office	
91	2S		29.6	REVERE	73.8	P	No Office	
51			33.7	PAXTON	69.7	P	No Office	
72	31	R A	44.0	MARENGO	59.4	JOPQWY	7.00 AM to 4.00 PM Exc. Sat. & Sun.	
51			49.9	HILLCREST	53.5	P	No Office	
82	29		53.5	RALSTON	49.9	P	No Office	
	21		58.5	PIZARRO	44.9	P	No Office	
51			63.3	VASSAR	40.1	P	No Office	
130	28	NE	68.0	LIND	35.4	P	No Office	
55			76.0	SERVIA	27.4	P	No Office	
100	22		80.9	ROXBORO	22.5	P	No Office	
143	43	WX	90.6	WARDEN	12.8	JOPT	7.00 AM to 4.00 PM Exc. Sat. & Sun.	
	50		99.4	NOVARA	4.0	P	No Office	
A	Yard	SO	103.4	OTHELLO	0.0	BKOPQRTWY	Continuous	

Trains must not exceed a maximum speed of 40 miles per hour between Malden and Marengo and 55 miles per hour between Marengo and Othello.

ABS is in use between Marengo and Othello.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
East Lind Hole Track	12	0.1	East	Lind
	131	1.7	West	Lind

			Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 5 NOV. 30, 1969		Distance from Seattle	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours			
			Sidings	Other tracks			STATIONS							
									Yard	CM	0.0		CLE ELUM 11.8	89.9
			87	28		11.6	EASTON 17.4	78.3	PT	No Office				
			98	64		29.0	HYAK 7.7	60.9	PY	No Office				
			58			36.7	BANDERA 5.3	53.2	P	No Office				
			48	10		42.0	GARCIA 4.5	47.9	P	No Office				
			83	18		46.5	RAGNAR 4.3	43.4	P	No Office				
			112	310	MY	50.8	CEDAR FALLS 4.0	39.1	BFJKOP QTYWYZ	6.00 AM to 2.00 PM 9.00 PM to 5.00 AM Except Sunday				
						54.8	BAGLEY JCT. 1.7	35.1	JP	No Office				
			95			59.5	TRUDE 8.3	30.4	P	No Office				
		A		12	MV	67.8	MAPLE VALLEY 10.3	22.1	JOPRY	Continuous				
					RN	78.1	(N. P. Crossing) RENTON 2.4	11.8	AOP					
				Yard	BI	80.5	BLACK RIVER (U. P. Crossing) 4.3	9.4	LJOPQRTY					
			92	361		84.8	VAN ASSELT 1.7	5.1	P	Via. P. C. R. R.				
						86.5	ARGO (U. P. Crossing) (N. P. Crossing) 1.7	3.4	IOP					
						88.2	SPOKANE STREET TOWER 0.7	0.7	IO	Via. P. C. R. R.				
		A				88.9	STACY STREET YARD	0.0	BFFQTXYZ					
				Yard	OW	89.9	SEATTLE	0.0	P	Via. U. P. R. R.				

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

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

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

ABS is in use between Cle Elum and Maple Valley.

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

Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Seattle	Telegraph calls	Capacity in cars		FIRST CLASS				SECOND CLASS				
			Sidings	Other tracks	51				81	93	83		
					U. P. R. R. Passenger 458				U. P. R. R. Time Freight 692	Way Freight	U. P. R. R. Time Freight 690		
					Daily					Daily	Daily Except Sunday	Daily	
SEATTLE	0.0	OW											
STACY ST. YARD	0.0			Yard							12.45PM		
SPOKANE ST. TOWER	0.7										12.50		
ARGO (U. P. Crossing) (N. P. Crossing)	1.7										12.55		
VAN ASSELT	1.7		92	361							1.00		
BLACK RIVER (N. P. Crossing)	4.3												
	9.4	BI		Yard	5.43PM				1.55AM	⁵² 1.15PM	9.00PM		
ANDOVER	2.2		38						1.58	1.20	9.03		
	4.7												
KENT	18.3	K	55	Yard	5.50				2.07	⁸² 1.40	9.12		
	1.8												
WEST SIDING	18.1		64	Yard									
	3.2												
AUBURN	21.3	BR	74	77	5.56				⁸¹ 2.21	1.55	9.21		
	4.0												
BENROY	25.9		54		6.02				2.29	2.10	9.29		
	2.5												
SUMNER	28.4	UX	75	33	6.06				2.35	2.30	9.35		
	1.7												
PUYALLUP	30.1		50	16	6.08				2.40	2.35	9.40		
	5.5												
TACOMA JCT. (East End Double Track)	35.6	JN	65		A 6.15PM				A 2.55AM	2.45	A 9.55PM		
	1.5												
(G.N., U.P. & N.P. Crossing)	37.1												
	0.5												
TACOMA	37.6	MA											
(West End Double Track)	37.6			Yard									
TIDE FLATS YARD										A 3.00PM			

Passenger trains must not exceed a maximum speed of 79 miles per hour. Other trains 55 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Concora	0.1	West	Black River
Tukwila Downs	1.1	West	Black River

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

ABS is in use between Black River and Tacoma Jct.

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. Maximum speed must not exceed 15 MPH.

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

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

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

Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Tacoma	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	FIRST CLASS			SECOND CLASS		
				52			84	94	82
				U. P. R. R. Passenger 457			U. P. R. R. Time Freight 691	Way Freight	U. P. R. R. Time Freight 681
				Daily			Daily	Daily	
SEATTLE	37.6	P	Via U. P. R. R.						
STACY ST. YARD	36.6	BFPQT YZ					A 11.50AM		
SPOKANE ST. TOWER	35.9	IO	Via P. C. R. R.				11.45		
ARGO (U. P. Crossing) (N. P. Crossing)	34.2	IOP	Via P. C. R. R.				11.35		
VAN ASSELT	32.5	P					11.30		
BLACK RIVER (N. P. Crossing)	28.2	IJOPQRTY	Continuous	A 93 1.12PM		A 2.45AM	A 11.20AM	A 1.55PM	
ANDOVER	26.0	PY	No Office			2.42	11.15	1.50	
KENT	21.3	OPY	4.00 AM to 8.00 PM Except Sat. & Sun.	1.04		2.31	11.05	93 1.40	
WEST SIDING	19.5	P	No Office						
AUBURN	16.3	OPY	7.00 AM to 6.00 PM Except Sat. & Sun.	12.58		81 2.21	10.30	1.30	
BENROY	11.7	P	No Office	12.53		2.10	10.05	1.20	
SUMNER	9.2	OPY	7.00 AM to 10.00PM Except Sat. & Sun.	12.50		2.03	10.00	1.14	
PUYALLUP	7.5	P	No Office	12.47		1.58	9.10	1.10	
TACOMA JCT. (East End Double Track)	2.0	JOPRY	Continuous	82 12.41PM		1.45AM	8.55	82 1.00PM	
(G.N., U. P. & N. P. Crossing)	0.5	MPY	No Office						
TACOMA	0.0	Y	No Office						
(West End Double Track) TIDE FLATS YARD	0.0	BFKPQRT WYZ	No Office				8.45AM		

Passenger trains must not exceed a maximum speed of 79 miles per hour. Other trains 55 miles per hour.

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.

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

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from St. Maries	Time Table No. 5		Distance from Elk River	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
		Sidings	Other tracks			NOV. 30, 1969					STATIONS	
			Yard	CB	0.0		ST. MARIES	72.2	BFJKOPQRTWYZ	7.00 AM to 11.00PM Except Sat. & Sun.	A	
	10				9.4	0.4	LOTUS	62.8	P	No Office		
	27	16			11.1	1.7	ALDER CREEK	61.1		No Office		
	19				13.5	2.4	ROVER	58.7		No Office		
	36				19.6	6.1	MASHBURN	52.6	P	No Office		
	32				21.1	1.5	WAYLAND	51.1		No Office		
	21	35			25.1	4.0	TYSON CREEK	47.1		No Office		
	19	8			27.1	2.0	FERNWOOD	45.1	P	No Office		
	27				31.7	4.0	EMERALD CREEK	40.5		No Office		
	22	159			36.9	5.2	CLARKIA	35.3	PY	No Office		
	23				44.8	7.9	SHERWIN	27.4		No Office		
A					50.4	5.6	PURDUE	21.8	JY	No Office		
						2.0	PURDUE			Via		
							BOVILL			W. I. & M. R. R.		
	26	43	BO		52.4	8.7	BOVILL	19.8	JOPTWY	8.00 AM to 5.00 PM Except Sat. & Sun.	A	
	9				61.1	4.0	NEVA	11.1		No Office		
	15	35			65.1	5.2	KAMERON	7.1		No Office		
	11				70.3	1.9	JERSEY	1.9		No Office		
A	9	72			72.2	1.9	ELK RIVER	0.0	PTWY	No Office		

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

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Renfrew	10	2.5	West	Wayland
Ryans Spur	6	0.4	East	Fernwood
Jim's Spur	7	1.0	West	Emerald Creek
Cedar Creek Spur	12	2.7	West	Emerald Creek

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from McGuires	Time Table No. 5		Distance from Coeur d'Alene	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	THIRD CLASS	
95		Sidings	Other tracks			NOV. 30, 1969					STATIONS	
	G. N. Freight											
	Daily Except Sunday											
	9.40AM	36			0.0		MCGUIRES	10.4	JPRY	No Office	A	4.01PM
	9.45		44		1.8	1.8	POST FALLS	8.6		No Office		3.40
	10.05		45		6.2	4.4	HUETTER	4.2	PY	No Office		3.20
	10.15				7.1	0.9	ATLAS	3.3	Y	No Office		3.10
A	10.30AM		13		8.7	1.6	GIBBS	1.7	YZ	No Office		3.00PM
			20	CD	10.4	1.7	COEUR D'ALENE	0.0	BOPRTY	7.00 AM to 4.00 PM Except Sat. & Sun.		

Trains must not exceed a maximum speed of 25 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
 Rule 83(B) does not apply at McGuires and Gibbs.

10 WESTWARD NINTH SUBDIVISION EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Dishman	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Metaline Falls	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS
95	291	Sidings	Other tracks							292	96
G. N. Freight	Way Freight									Way Freight	G. N. Freight
Daily Except Sunday	Sun., Tues & Thurs.									Mon., Wed. & Fri.	Daily Except Sunday
	10.30PM		7	SP	0.0	DISHMAN	120.1	JOPTY	Continuous	A 10.15PM	
	10.50		14		5.7	GREENACRES	114.4		No Office	10.00	
9.30AM	11.05	33	51		11.7	SPOKANE BRIDGE	108.4	PRY	No Office	9.45	A 4.10PM
A 9.40AM	11.20	36			15.0	McGUIRES	105.1	JPRY	No Office	9.35	4.01PM
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6	U	No Office		
	11.30		47		16.6	GRAND JCT.	103.5	Y	No Office	9.10	
	11.45				23.3	RATHDRUM	96.8		No Office	8.45	
	12.15AM	75	10		37.1	SPIRIT LAKE	83.0	P	No Office	8.00	
	12.35	26			44.7	BLANCHARD	75.4		No Office	7.31	
	1.05	44	77	NR	59.0	NEWPORT	61.1	OPY	7.00 AM to 4.00 PM Except Sat. & Sun.	7.00	
	1.15				63.5	SULLIVAN	56.6		No Office	6.40	
	1.30	13			71.0	DALKENA	49.1		No Office	6.20	
	1.45	28	16		76.2	USK	43.9	TY	No Office	6.05	
	1.50		20		78.1	CUSICK	42.0	PY	No Office	5.55	
	2.15	13			88.3	JARED	31.8		No Office	5.25	
	2.35	7			97.0	BLUESLIDE	23.1		No Office	5.05	
	2.43	13			100.9	LOST CREEK	19.2		No Office	4.55	
	2.55	8			106.6	TIGER	13.5		No Office	4.40	
	3.10	39	8		110.6	IONE	9.5	P	No Office	4.30	
A 3.40AM		17	158	MF	120.1	METALINE FALLS	0.0	BKOPRTYZ	8.00 AM to 5.00 PM Except Sat. & Sun.	4.00PM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Opportunity	21	0.8	West	Dishman
Cougar	1	2.3	West	Dishman
Vera	10	4.5	West	Dishman
Seasons	4	6.5	East	Spirit Lake
Calispel	5	0.6	West	Cusick

Great Northern trains only will register at Spokane Bridge.
Rule 83(B) does not apply at McGuires and Spokane Bridge.

		Capacity in cars		Telegraph calls	Distance from Warden	Time Table No. 5 NOV. 30, 1969 STATIONS		Distance from Moses Lake	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
		Sidings	Other tracks									
				WX	0 0	WARDEN	21.6	JOPRTY	7:00 AM to 1:00 PM Exc. Sat. & Sun.	A		
			7		8.2	TIFLIS	13.4	JPTY	No Office			
			17		10.8	JARDINE	10.8		No Office			
		46	67		13.9	SIELER	7.7	P	No Office			
		15	23		15.5	MCDONALD	5.5	P	No Office			
		20			19.2	GOODRICH	2.4		No Office			
A		48	213	MO	21.6	MOSES LAKE	0.0	OPQTY	7:30 AM to 4:30 PM Exc. Sat. & Sun.			

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Scalley Spur	0.4	West	Sieler

		Capacity in cars		Telegraph calls	Distance from Tillis	Time Table No. 5 NOV. 30, 1969 STATIONS		Distance from Marcellus	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
		Sidings	Other tracks									
		17	7		0.0	TIFLIS	38.7	JPTY	No Office	A		
		23			8.0	RUFF	30.7		No Office			
		25			13.8	MOODY	24.9		No Office			
		19			18.8	BATUM	10.9		No Office			
		20			22.7	LAUER	16.0		No Office			
		18			29.5	SCHOONOVER	9.2		No Office			
		17			33.9	PACKARD	4.8		No Office			
A		21			38.7	MARCELLUS	0.0	T	No Office			

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

Rule 83(B) does not apply at Tillis 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

		Capacity in Cars		Telegraph calls	Distance from Royal City Jct.	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Royal City	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
Sidings	Other tracks										
			8		0.0	ROYAL CITY JCT. -5.1-	5.1	JP	No Office	A	
	A		17		5.1	ROYAL CITY	0.0		No Office		

Trains must not exceed a maximum speed of 20 miles per hour.
Rule 83(B) does not apply at Royal City Jct. or Royal City.

		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Hanford Yard	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
Sidings	Other tracks										
					0.0	BEVERLY JCT. 4.0	24.3	JPY	No Office	A	
		19			4.0	LEVERING 10.4	20.3		No Office		
			10		14.4	PRIEST RAPIDS 6.4	9.9	PY	No Office		
A					20.8	HANFORD 3.5	3.5	Y	No Office		
					24.3	HANFORD YARD	0.0	PTY			

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

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

		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Enumclaw	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
Sidings	Other tracks										
					0.0	BAGLEY JCT. 2.3	16.1	JPY	No Office	A	
		15	16		2.3	SELLECK 3.0	13.8		No Office		
					5.3	KANASKAT JCT. 2.1	10.8	J	No Office		
		11			7.4	PALMER 1.2	8.7		No Office		
					8.8	BAYNE JCT. 0.2	7.5	JY	No Office		
			17		8.8	BAYNE 1.1	7.3	Y	No Office		
					9.9	CUMBERLAND 0.8	6.2		No Office		
					10.7	NACO 2.0	5.4		No Office		
			53		12.7	VEAZEY 3.4	3.4	P	No Office		
A			92	CW	16.1	ENUMCLAW	0.0	BEOPRTY	8.00 AM to 5.00 PM Except Sat. & Sun.		

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

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

		Capacity in cars		Telegraph calls	Distance from Cedar Falls	Time Table No. 5		Distance from Everett	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours
		Sidings	Other tracks				STATIONS			
			Yard	MY	0.0	CEDAR FALLS	54.6	BFJKOPQRTWYZ	6.00 AM to 2.00 PM 9.00 PM to 5.00 AM Except Sunday	A
					5.9	TANNER (N. P. Crossing)	48.7	PU	No Office	
		57	14		8.0	NORTH BEND 3.2	46.6	PY	No Office	
			87	Q	11.2	SNOQUALMIE FALLS 1.1	43.4	OPY	8.00 AM to 5.00 PM Except Sat. & Sun.	
			17		12.3	TOKUL 4.6	42.3		No Office	
					16.9	FALL CITY 5.4	37.7		No Office	
		74	15		22.3	CARNATION 8.7	32.3	P	No Office	
		26	15		31.0	DUVALL 5.6	23.6	P	No Office	
			8		36.6	HIGH ROCK 3.6	18.0		No Office	
A					40.2	MONROE JCT. 0.3	14.4	JPY	No Office	
				RO	40.5	MONROE 6.9	14.1			
					47.4	SNOHOMISH 5.8	7.2		Via G. N. Ry.	
					53.2	LOWELL JCT. 0.5	1.4	JPY		
			285		53.7	BELT YARD	1.9	JYZ	Via. N. P. Ry.	
					53.2	LOWELL JCT. 1.4	1.4	JPY		
A			Yard	RT	54.6	EVERETT	0.0	BFKOPRY	1.00 PM to 9.00 PM Except Sat. & Sun.	

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

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

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

Northern Pacific Ry. Co., the Northern Pacific Ry. Co. time-table governs.

		Capacity in cars		Telegraph calls	Distance from Park Jct.	Time Table No. 5		Distance from National	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours
		Sidings	Other tracks				STATIONS			
		30			0.0	PARK JCT. 3.5	3.5	JPTY	No Office	A
A			33		3.5	NATIONAL	0.0		No Office	

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

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

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

			Capacity in cars		Telegraph calls	Distance from Frederickson	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Morton	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours			
			Sidings	Other tracks									
			26	30		0.0	FREDERICKSON 6.0	53.3	JPRTY	No Office	A		
			59			6.6	THRIFT 3.2	46.7		No Office			
			26			9.8	TANWAX 10.6	43.5		No Office			
			76			20.4	EATONVILLE JUNCTION 1.0	32.9	JTY	No Office			
				15		21.4	EATONVILLE 7.9	33.9	PY	No Office			
			76	16		28.3	NEW RELIANCE 5.0	25.0	Y	No Office			
			14	17	BE	33.3	ELBE 2.4	20.0	P	No Office			
						35.7	PARK JCT. 4.1	17.6	JTY	No Office			
			29	165		39.8	MINERAL 4.2	13.5	Y	No Office			
			46	31		44.0	DIVIDE 7.2	9.3	Y	No Office			
			15			51.2	COAL CANYON 2.1	2.1		No Office			
		A	51	109	MN	53.3	MORTON	0.0	BKOPRTY	8.00 AM to 5.00 PM Except Sat. & Sun.			

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

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

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Columbia Powder Co.	0.7	West	Frederickson

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

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

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tacoma Jct.	Time Table No. 5 NOV. 30, 1969 STATIONS			Distance from Longview	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	THIRD CLASS	
863	Time Freight Daily Except Saturday	Sidings	Other tracks			TACOMA JCT.	STATIONS	STATIONS				864	Time Freight Daily Except Sunday
4.00AM		65		JN	0.0	TACOMA JCT.		108.4	JOPRY	Continuous	A 10.15AM		
4.30			201		5.3	HILLSDALE		103.1	PQY	No Office	9.55		
4.40		101			9.0	ALLISON		99.4	P	No Office	9.45		
4.55			30		13.2	FREDERICKSON		95.2	JPRTY	No Office	9.35		
5.10		58			21.2	GREENDALE		87.2		No Office	9.15		
5.25		18			29.0	McKENNA		79.4		No Office	8.58		
5.40		29			36.6	RAINIER		71.8		No Office	8.42		
5.50			73		42.1	SKOOKUMCHUCK		66.3		No Office	8.31		
5.54				JC	43.2	WESTERN JCT.		65.2	JOP	7.00 AM to 4.00 PM Except Sat. & Sun.	8.28		
5.58		28			44.4	OFFUTT LAKE		64.0		No Office	8.25		
6.25		26	27		50.4	MAYTOWN		58.0	JPRY	No Office	8.10		
6.40		42			57.8	ESSEX		50.6		No Office	7.40		
					62.8	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.		45.6	MY	No Office			
6.50		34	30		64.1	CENTRALIA		44.3	YZ	No Office	7.25		
864 7.15		45	66	CH	67.8	(3 N. P. Crossings) CHEHALIS		40.6	MOPRY	6.00 AM to 3.00 PM Except Sat. & Sun.	863 7.15		
A 8.05AM				JO	68.8	(N. P. Crossing) CHEHALIS JCT.		39.6	IJMOPY	6.00 PM to 3.00 AM Except Sat. & Sun.	6.15AM		
A 12.01PM					108.4	LONGVIEW		0.0		Via N. P. Ry.	6.00AM		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Chehalis Jct. and Longview, Northern Pacific Railway Co. time-table governs.

ABS is in use between Tacoma Jct. and Hillsdale.

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

Maytown is a register station only for trains starting and terminating at that point.

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

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

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

At Maytown the normal position of junction switch is for the Eighteenth 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
MIDLAND	1.5	East	Allison
HERCULES POWDER	2.3	West	Offutt Lake
UPCO	2.8	West	Offutt Lake

		Capacity in cars		Telegraph calls	Distance from Noytown	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Hoquiam	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
		Sidings	Other tracks								
		26	27		0.0	MAYTOWN	56.6	JPRY	No Office	A	
			27		9.4	ROCHESTER (N. P. Crossing)	47.2	U	No Office		
A					11.3	HELISING JCT.	45.3	JR	No Office		
					53.0	ABERDEEN	3.6	P	Via U. P. Ry.		
					56.6	HOQUIAM	0.0	P	Via N. P. Ry.		

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

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

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

At Maytown the normal position of junction switch is for the Eighteenth Subdivision

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

		Capacity in cars		Telegraph calls	Distance from Chehalis Jct.	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Raymond	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours		
		Sidings	Other tracks								
					0.0	CHEHALIS JCT.	46.2	IJMOP	Via N. P. Ry.		
					16.9	DRYAD JCT.	29.3	JRY	No Office	A	
			S		17.9	DOTY	28.3		No Office		
			40		23.1	HILDA	23.1	Y	No Office		
			10		31.6	MACPHAIL	14.6	Y	No Office		
		24			34.9	SUTICO	11.3	Y	No Office		
					36.5	FIRDALE	9.7	Y	No Office		
A			Yard	RD	46.2	RAYMOND	0.0	BFKORTY	8.00 AM to 5.00 PM Except Sunday		

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

This time-table confers no authority between Chehalis Jct. and Dryad Jct., Northern Pacific Railway Co. time-table governs.

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

		Capacity in cars		Telegraph calls	Distance from Bellingham	Time Table No. 5		Distance from Maple Falls	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks				NOV. 30, 1969				
			Yard	BM	0.0	BELLINGHAM (4 G. N. Crossings)	39.5	BFKMORTYZ	8.00 AM to 5.00 PM Except Sunday	A	
		16			4.0	CORNWALL 4.0	35.5		No Office		
		26			11.4	WAHL 7.4	28.1		No Office		
		15			17.0	STRANDELL 5.6	22.5		No Office		
			30		17.8	EVERSON 0.8	21.7	Y	No Office		
		19			19.3	HAMPTON 1.5	20.2	JTY	No Office		
		13			22.2	CLEARBROOK 2.9	17.3		No Office		
			Yard	SU	25.1	SUMAS 1.0	14.4	OTY	8.00 AM to 5.00 PM Except Sat. & Sun.		
					26.1	(N. P. Crossing) 5.8	13.4	U	No Office		
		13			31.9	HILLTOP 0.8	7.6		No Office		
			11		32.7	COLUMBIA 0.7	6.8		No Office		
					33.4	LIMESTONE JCT. 2.9	6.1	T	No Office		
		7			36.3	KENDALL 3.2	3.2		No Office		
A		10			39.5	MAPLE FALLS	0.0		No Office		

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Cement Spur	3.3	West	Bellingham
Bonneville Spur	3.2	West	Cornwall

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

		Capacity in cars		Telegraph calls	Distance from Hampton	Time Table No. 5		Distance from Lynden	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			NOV. 30, 1969	STATIONS				
			21		0.0	HAMPTON 5.4	5.4	JT	No Office	A	
A			Yard	LY	5.4	LYNDEN	0.0	O	8.00 AM to 5.00 PM Except Sat. & Sun.		

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

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

	Capacity in cars		Telegraph calls	Distance from Port Townsend	Time Table No. 5 NOV. 30, 1969 STATIONS	Distance from Port Angeles	See Rule 6-A	Train Order Office Hours Also See Page 18 for Other Assigned Hours	
	Sidings	Other tracks							
				0.0	PORT TOWNSEND	50.8	BOWY	8.00 AM to 5.00 PM Except Sat. & Sun.	A
	21			12.3	DISCOVERY JCT.	38.5	J	No Office	
		4		13.5	MAYNARD	37.3		No Office	
	18			24.7	BLYN	26.1		No Office	
	29	5		31.5	SEQUIM	19.3		No Office	
		8		35.1	CARLSBORG	15.7		No Office	
		5		38.9	AGNEW	11.9		No Office	
		7		42.4	CRANE	8.4		No Office	
	21			48.0	ENNIS CREEK	2.8	Y	No Office	
A		Yard		50.8	PORT ANGELES	0.0	BFKORTYZ	8.00 AM to 5.00 PM Except Sunday	

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bekkvar	2.2	East	Blyn

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

W. A. SMITH, Chief Dispatcher

W. H. SMITH,
L. H. BAILLY,
R. C. GAYNOR,

J. M. BURNS,
J. R. SCAMMON,
H. W. FERRIER,

Train Dispatchers

G. Y. NEU R. B. HEGGE
Trainmasters

C. L. SHAW W. R. FERRIER
Traveling Engineers-Trainmasters

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAY
Avery			3:00 AM to 10:59 AM 3:30 PM to 11:30 PM
St. Maries	7:00 AM to 4:00 PM		7:00 AM to 4:00 PM
Malden			6:00 AM to 10:00 PM
Cle Elum		8:01 AM to 4:01 PM	Continuous
Cedar Falls			6:00 AM to 2:00 PM 9:00 PM to 5:00 AM
Chehalis	10:30 AM to 12:30 PM	2:00 PM to 5:00 PM	
Raymond			8:00 AM to 5:00 PM
Bellingham			8:00 AM to 5:00 PM
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

- Avery—Extend from 3662 ft. east of east switch of yard to 3659 ft. west of west switch of yard.
- St. Maries—Extend from 5089 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on First Subdivision, and to 7500 ft west of west wye switch on Seventh Subdivision.
- Plummer—Extend from 4591 ft. east of Junction switch to 2905 ft. west of west switch on First Subdivision, and to 2084 ft. west of west wye switch on Second Subdivision.
- Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.
- Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction switch.
- Clarkia—Extend from 1060 ft. east of east switch to 2000 ft. west of west switch.
- Purdue-Bovill—Extend from 800 ft. east of Purdue to 2279 ft. west of west switch Bovill.
- Elk River—Extend from 3409 ft. east of east switch to end of track.
- Dishman-Spokane Bridge—Extend from Union Pacific R. R. junction switch at Dishman to 3100 feet west of the west switch at Spokane Bridge.
- McGuire-Grand Jct.—Extend from 2004 ft. east of east switch McGuire to 1500 ft. west of west switch Grand Jct. on Ninth Subdivision and to 4342 ft. west of junction switch on Eighth Subdivision.
- Newport—Extend from 3348 ft. east of east switch to 3365 ft. west of west switch.
- Usk-Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.
- Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
- Huetter-Coeur d'Alene—Extend from 2000 ft. east of east switch Huetter to end of tracks at Coeur d'Alene including joint track to Rutledge Mill.
- Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
- Othello—Extend from 6099 ft. east of east switch to 1000 ft. west of west switch of U and I Sugar Co. track.
- Moses Lake—Extend from 2000 ft. east of east wye switch to Airbase.
- Tiflis—Extend from 500 ft. west of west wye switch on Tenth Subdivision to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Eleventh Subdivision.
- Warden—Extend from wye switches to 3000 ft. west of industry track switch on Tenth Subdivision.
- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Fourth Subdivision, and 5000 ft. west of junction switch Beverly Jct. on Thirteenth Subdivision.
- Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.
- Hyak—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.
- Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on Fifth Subdivision, and 2900 ft. west of west switch of Log Loading track on Fifteenth Subdivision.
- Maple Valley—Extend from 3000 ft. east of east switch to Pacific Coast R. R. yard limits.
- Black River—Extend from 1550 ft. west of west switch Andover to Pacific Coast R. R. and Union Pacific R. R. yard limits.
- Kent—Extend from 3000 ft. east of east switch to 3000 ft. west of west switch of West Siding.
- Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.
- Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.
- Tacoma-Tacoma Jct.-Hillsdale—Extend from 3500 ft. east of east siding switch at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on Sixth Subdivision and to 1608 ft. west of west switch Hillsdale on Eighteenth 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 Fourteenth Subdivision.
- 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 Seventeenth Subdivision, and 2672 ft. west of west switch on Eighteenth Subdivision.
- Eatonville Jct.-Eatonville—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch Eatonville Jct., and to end of track west of Eatonville.
- New Reliance—Extend from 1000 ft. east of east switch to 2500 ft. west of west switch.
- Mineral—Extend from 6614 ft. east of east switch to 1473 ft. west of west switch.
- Divide—Extend from 2500 ft. east of east switch to 3500 ft. west of west switch.
- Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.
- Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on Eighteenth Subdivision, and to 3279 ft. west of west switch on Nineteenth Subdivision.
- Blakeslee Jct.-Centralia-Chehalis-Chehalis Jct.—Extend from 512 feet east of N. P. R. R. crossing at Blakeslee Jct. to end of track on C. C. & C. R. R. at Chehalis Jct.
- Dryad Jct.—Extend from junction switch to 1500 feet west of junction switch.
- Hilda—Extend from 1500 feet east of east switch to 1500 feet west of west switch.
- MacPhall—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.
- 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:

- Between Ethelton and Pocono—Booth Mile Post 1782.
- Herrick—Box on pole M.P. 1791.
- Between Calder and St. Joe—Booth Mile Post 1801.3.
- St. Maries—At east head block, east yard switch, west end of yard, and west switch.
- Benewah Bridge—West end.
- Pedee—Phone box east switch.
- Little Plummer—Box on post at Signal 59-4.
- Sorrento—Pole just west of road crossing at spur.
- Wallner—Box on pole.
- Lone Pine—Pole opposite spur.
- Swan—Booth west end warehouse.

SECOND SUBDIVISION:

- Setters—Pole north side of track.

THIRD SUBDIVISION:

- Malden—Room East of waiting room and on pole at west switch.
- Pine City—Section house.
- Kenova—East switch.

Tunnel 44—Phone booth.

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—Pole near east switch and west switch.

Pizzaro—5 pole lengths west of west switch.

Vassar—East and west switch.

Lind—East switch and track side of building at west switch.

Servia—East and west switch.

Roxboro—East switch and west switch.

Warden—Section house, depot baggage room and west switch.

Novara—East switch.

FOURTH SUBDIVISION:

- Othello—East and west switch at roundhouse and car department.
- Taunton—Substation and east switch.

LOCATION OF EMERGENCY TELEPHONES AT AND BETWEEN STATIONS—Continued

Old Anson siding—West end.
 Dry Slide between Taunton and Corfu—Box on pole.
 Corfu—East switch phone box and in box on pole at west switch.
 Royal City Jct.—Stub pole near east switch.
 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.
 Columbia River Bridge—West end phone box.
 M.P. 2029—4 pole lengths east phone box.
 Doris—Substation and west switch phone box.
 Rye—Four poles east of east switch.
 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.
 Kittitas—Substation and in trainmen's room.
 Ellensburg—In booth at west switch and east switch.
 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.
 Riverside—Just east M.P. 2079 and M.P. 2080 phone boxes.
 Cle Elum—Section house, substation, and west switch phone box.

FIFTH SUBDIVISION:

Signal 5-7—10 pole lengths west of M.P. 2091 phone box.
 Easton—East switch, phone box 4 trolley poles east of west switch and section house.
 Bridge 18—M.P. 2100 phone booth.
 M.P. 2104—6 pole lengths east phone box.
 Whittier—Old west switch.
 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—West Portal phone box and west switch phone box.
 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—East switch phone box 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.
 Trude—East switch and west switch phone booths.
 Landsburg—½ mi. west M.P. 2148.
 Maple Valley—Section house and 2 mi. west near M.P. 2156 phone box.
 Cedar Mountain*—Overhead highway crossing phone box.
 Indian*—East switch phone box.
 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.

SIXTH DIVISION:

Black River Intg. Plant—W.B. home signal.
 Black River Jct.—Yard office.
 Black River—N.P. crossover phone box.
 Andover—Phone box.
 Kent—East switch and west switch phone boxes and freight house.
 West Siding—East and west switches.
 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 and Fibreboard switch.
 Puyallup—East and west switch.

SEVENTH SUBDIVISION:

Fernwood—Freight house.

EIGHTH AND NINTH SUDIVISIONS:

Vera—Box on pole.
 Post Falls—Engine house.
 Huetter—West switch.
 Gibbs—Section house.
 Spirit Lake—Road crossing near east switch.
 Newport—Section men's quarters in depot.
 Cusick—South end of town, west side of track.
 Ione—South of tool house.

TENTH SUBDIVISION:

Tiflis—East junction switch.
 Scalley Spur—Switch.
 MacDonald—Phone box east switch.
 Moses Lake—Section Foreman's House.

THIRTEENTH SUBDIVISION:

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

FOURTEENTH SUBDIVISION:

Veazey—N.P. booth, also N.P. phone.
 Enumclaw—Baggage room.

FIFTEENTH SUBDIVISION:

Tanner—In box on pole just west main highway crossing.
 North Bend—Section house.
 Snoqualmie Falls—East switch phone booth and depot.
 Carnation—East switch phone booth and section house.
 Duvall—Phone box.
 Monroe Jct.—G.N. phone booth.
 Lowell Jct.—Phone box.
 Everett—Roundhouse.

SEVENTEENTH SUBDIVISION:

Frederickson—In phone booth.
 Elbe—City phone on pole by freight house.
 Morton—City phone depot.

EIGHTEENTH SUBDIVISION:

Tacoma—Commerce Street switch and signal 260 feet east of D Street.
 Hillsdale—Phone booths near 60th, 64th and 72nd Streets.
 Allison—In box on pole at Collins Road Crossing.
 Maytown—City phone Section Foreman's house.
 Chehalis—Freight house.

TWENTIETH SUBDIVISION:

Firdale—City phone in section house.

TONNAGE CHART

TONNAGE RATING—WEST	EF-1	EF-2 EF-3	EF-5	TONNAGE RATING—EAST	EF-1	EF-2 EF-3	EF-5
Othello to Beverly.....	CL	CL	CL	Tacoma to Black River.....	CL	CL	CL
Beverly to Boylston.....	1400	2100	2800	Black River to Cedar Falls.....	4100	5500	8200
Boylston to Kittitas.....	3100R	4650R	6200R	Cedar Falls to Hyak.....	1700	2550	3400
Kittitas to Cle Elum.....	5000	7000	10000	Hyak to Cle Elum.....	CL	CL	CL
Cle Elum to Hyak.....	4000	5500	8000	Cle Elum to Kittitas.....	6000	7500	12000
Hyak to Cedar Falls.....	2800R	4000R	5600R	Kittitas to Boylston.....	1670	2500	3340
Cedar Falls to Black River.....	CL	CL	CL	Boylston to Beverly.....	1670R	2500R	3340R
Black River to Tacoma.....	CL	CL	CL	Beverly to Othello.....	5000	7000	10000

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

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

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

HOSPITALS

St. Maries.....	St. Maries Hospital
Othello.....	Othello Community Hospital
Moses Lake.....	Samaritan Hospital
Ellensburg.....	Kittitas Valley Community Hospital
Cle Elum.....	Roslyn Cle Elum Hospital
Everett.....	Providence Hospital
Seattle.....	Providence Hospital
Port Angeles.....	Olympic Memorial Hospital
Tacoma.....	St. Joseph's Hospital
Tacoma.....	Doctors' Hospital
Tacoma.....	Tacoma General Hospital
Hoquiam.....	Hoquiam Hospital
Chehalis.....	St. Helen's Hospital
Bellingham.....	St. Luke's Hospital
Spokane.....	Deaconess Hospital
	St. Luke's Hospital
	Sacred Heart Hospital
Coeur d'Alene.....	Kootenai Memorial Hospital

Stretchers are located as follows: Avery, St. Joe, Elk River, Bovill, St. Maries, Plummer, Spirit Lake, 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. C. L. Kyle	Acting Dist. Surgeon	MADison 4-7744	FAirfax 8-7581
Spokane	*Dr. W. J. Sinclair	Local Surgeon	MADison 4-0244	MADison 4-9060
Rosalia	*Dr. O. I. Lowry	Local Surgeon	J3-2061	J3-2066
Spirit Lake	Dr. L. C. Frederickson	" "	MUtual 7-2483	MUtual 7-2496
Newport	Dr. R. B. Morrow	" "	Gibson 7-3139	Gibson 7-4206
Coeur d'Alene	Dr. W. T. Wood	" "	MOhawk 4-2213	MOhawk 4-5632
Ione	Dr. G. M. Richards	" "	Hickman 2-3371	Hickman 2-3571
St. Maries	*Dr. B. A. Rapp	" "	CHerry 5-3511	CHerry 5-5441
St. Maries	Dr. E. M. Sullivan	Asst. Surgeon	CHerry 5-3511	CHerry 5-3091
Moses Lake	Dr. K. P. Conklin	Local Surgeon	RO 5-3433	RO 5-5273
Ritzville	Dr. G. S. McConnell	" "	659-1400	659-0463
Othello	*Dr. K. Q. Pershall	" "	HU 8-3812	HU 8-3811
Othello	Dr. R. P. Bunch	Asst. Surgeon	HU 8-3812	HU 9-2540
Othello	Dr. James Jardee	" "	HU 8-3812	
Ellensburg	*Dr. J. W. Devney	Local Surgeon	962-1461	925-9368
Ellensburg	Dr. R. M. Hill	Asst. Surgeon	962-1461	962-3327
Ellensburg	Dr. R. H. Welding	" "	962-1461	962-6651
Ellensburg	Dr. A. J. Grose	" "	962-1461	925-9756
North Bend	Dr. J. O. Borgen	Local Surgeon	TU 8-1771	TU 8-1381
Snoqualmie	Dr. F. R. Sutherland	" "	TU 8-3352	TU 8-3535
Snoqualmie	Dr. J. L. Whitaker	" "	TU 8-3352	TU 8-3423
Carnation	Dr. P. O. Herrmann	" "	ED 3-6362	ED 3-6372
Everett	*Dr. R. D. Brown	" "	ALpine 2-3163	ALpine 2-8575
Enumclaw	*Dr. A. K. Anderson	" "	TA 5-3501	TA-5-3901
Enumclaw	*Dr. J. G. Adams	" "	TA 5-3501	TA 5-4410
Enumclaw	*Dr. L. Asmundson	" "	TA 5-3501	TA 5-2149
Renton	Dr. F. W. Reeb	" "	ALpine 5-2451	
Renton	Dr. H. H. Adams	" "	ALpine 5-3232	
Seattle	*Dr. J. F. DePree	Chief Surgeon	MAIn 3-3037	SUNset 4-3921
Seattle	*Dr. H. M. Hackedorn	Asst. Chief Surgeon	MAIn 2-3003	GLencourt 4-3151
Seattle	*Dr. I. M. Cohn	Asst. Surgeon	MAIn 3-2839	ATwater 2-9414
Kent	Dr. J. O. Taylor	Local Surgeon	ULrick 2-3700	ULrick 2-0568
Auburn	Dr. R. I. Shapard	" "	TEmples 3-3260	
Puyallup	*Dr. E. F. McCabe	" "	THornwall 5-6682	THornwall 5-8176
Sumner	Dr. J. M. Kanda	" "	UNiversity 3-4162	UNiversity 3-4436
Tacoma	*Dr. D. G. Willard	Dist. Surgeon	BRoadway 2-4197	MArket 7-0630
Tacoma	*Dr. S. E. Adams	Asst. Surgeon	FUIton 3-1559	SKYline 2-1492
Tacoma	*Dr. G. G. McBride	" "	BRoadway 2-5385	SKYline 9-7564
Eatonville	Dr. D. M. Nevitt	Local Surgeon	TErrace 2-3111	TErrace 2-3116
Morton	Dr. Brandt Bede	" "	496-5145	496-5713
Chehalls	*Dr. L. G. Steck	" "	SHERwood 8-7143	SHERwood 8-4332
South Bend	Dr. J. C. Proffitt	" "	TRinity 5-5722	TRinity 5-5614
Port Townsend	*Dr. H. G. Plut	" "	385-1300	385-0908
Bellingham	*Dr. M. E. Altman	" "	REgent 4-5990	
Bellingham	*Dr. M. E. Altman	" "	REgent 4-4380	REgent 4-0694
Everson	Dr. K. H. Spady	" "	WOodland 6-3441	

*Examining Surgeons.

**Re-examining Surgeons.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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

POCKET WATCHES

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

WRIST WATCHES

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

G-2 In complying with Rule 3. of the Consolidated Code of Operating Rules, 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.

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

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

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

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

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the 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.

G-6 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 steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

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

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

Public Address System should be utilized at stations when available.

G-8 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition a yellow light by night, placed at one end or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-9 In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employes, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When diesel-electric or electric engines are handled dead in train, the following will apply:

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

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

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

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

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

GENERAL SPEED RESTRICTIONS

G-16 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 ore cars Loaded.....	35
Empty	40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars.....	40
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 Lines.....	25
The following diesel engines either dead in train or operating under own power:	
690 AB to 696 AB.....	55
950 to 977.....	45

G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello.....	All Trains
St. Paul.....	Freight Trains only
Minneapolis.....	Passenger Trains only

G-20 When making a back-up movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the engine. Before making back-up movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

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

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

G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.

G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

G-25 In the application of Rules 12, 14 and 14(A) of the 1967 Edition of the Consolidated Code of Operating Rules, and Rules 12, 14, 14(A), M-14 and M-14(A) of the 1967 Edition of Operating Rules for Employes in the Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.

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

	On Tangent Track	On Curves
First Subdivision	35 MPH	25 MPH
Second Subdivision	35 MPH	25 MPH
Third Subdivision	35 MPH	25 MPH
Fourth Subdivision	35 MPH	25 MPH
Fifth Subdivision	35 MPH	25 MPH
Sixth Subdivision	35 MPH	25 MPH
Seventh Subdivision	20 MPH	15 MPH
Eighth Subdivision	20 MPH	15 MPH
Ninth Subdivision	25 MPH	20 MPH
Tenth Subdivision	20 MPH	15 MPH
Eleventh Subdivision	20 MPH	15 MPH
Twelfth Subdivision	20 MPH	15 MPH
Thirteenth Subdivision	20 MPH	15 MPH
Fourteenth Subdivision	20 MPH	10 MPH
Fifteenth Subdivision	25 MPH	15 MPH
Sixteenth Subdivision	15 MPH	10 MPH
Seventeenth Subdivision	25 MPH	20 MPH
Eighteenth Subdivision	25 MPH	20 MPH
Nineteenth Subdivision	25 MPH	20 MPH
Twentieth Subdivision	20 MPH	15 MPH
Twenty-first Subdivision	15 MPH	10 MPH
Twenty-second Subdivision	15 MPH	10 MPH
Twenty-third Subdivision	15 MPH	10 MPH

X2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types, except flangers, must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are 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 MPH	25 MPH
Second Subdivision	35 MPH	25 MPH
Third Subdivision	35 MPH	25 MPH
Fourth Subdivision	35 MPH	25 MPH
Fifth Subdivision	35 MPH	25 MPH
Sixth Subdivision	35 MPH	25 MPH
Seventh Subdivision	15 MPH	15 MPH
Eighth Subdivision	20 MPH	15 MPH
Ninth Subdivision	25 MPH	20 MPH
Tenth Subdivision	20 MPH	15 MPH
Eleventh Subdivision	20 MPH	15 MPH
Twelfth Subdivision	20 MPH	15 MPH
Thirteenth Subdivision	20 MPH	15 MPH
Fourteenth Subdivision	20 MPH	15 MPH
Fifteenth Subdivision	20 MPH	15 MPH
Sixteenth Subdivision	15 MPH	10 MPH
Seventeenth Subdivision	20 MPH	15 MPH
Eighteenth Subdivision	25 MPH	20 MPH
Nineteenth Subdivision	25 MPH	15 MPH
Twentieth Subdivision	20 MPH	15 MPH
Twenty-first Subdivision	15 MPH	10 MPH
Twenty-second Subdivision	15 MPH	10 MPH
Twenty-third Subdivision	15 MPH	10 MPH

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

Turnouts laid with long frogs are located at:

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

X3 (a) **SPRING SWITCHES**

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed 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 points must not exceed 40 miles per hour.

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

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

Tacoma Jct.	East End of double track
Fredrickson	Junction switch

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

X4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the following will apply:

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

ing properly. Hand Brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

Insofar as Coast Division crews are concerned, the above instructions will apply at the following points:

Avery	Othello	Everett	Port Angeles
Spokane	Tacoma	Bellingham	Seattle
St. Maries	Hoquiam		

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

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

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

"Speed Test Section" signs are located as follows:

First Subdivision	Westbound at MP 1776 and 1779
	Westbound at MP 1844 and 1847
	Eastbound at MP 1869 and 1866
Second Subdivision	Westbound at MP 1841 and 1844
	Eastbound at MP 1853 and 1850
Third Subdivision	Eastbound at MP 1967 and 1970
Fourth Subdivision	Westbound at MP 1991 and 1994
Fifth Subdivision	Eastbound at MP 2186 and 2189

X5 Electric freight engines class EF-1, EF-2, EF-3, and EF-5 must not exceed a speed of 45 MPH.

X6 Ten minute fuses should be used on First, Second, Third, Fourth, Fifth and Sixth Subdivisions. Five minute fuses should be used on all other Subdivisions except where operating under the rules of another railroad requiring the use of ten minute fuses.

X7 Trains handling logs must 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, Dry Chemical type or Carbon-Dioxide type fire extinguishers should be used in instances where the extinguishing agent may come in contact with the wires.

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

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

Due to settling of trolley poles on fills, raising of track when ballast is applied and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less 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	Omega, Ramsdell, Plummer, Seabury, Rosalia
Second Subdivision	Saxby
Third Subdivision	Ewan, Vassar, Servia, Novara
Seventh Subdivision	All Stations
Eighth Subdivision	All Stations
Ninth Subdivision	All Stations
Tenth Subdivision	All Stations
Eleventh Subdivision	All Stations
Twelfth Subdivision	All Stations
Thirteenth Subdivision	All Stations
Fourteenth Subdivision	All Stations
Fifteenth Subdivision	All Stations
Sixteenth Subdivision	Park Jct.
Seventeenth Subdivision	Thrift, Tanwax, Eatonville Jct., Elbe, Mineral, Morton
Eighteenth Subdivision	Allison, Fredericksen, Greendale, McKenna, Rainier, Ofutt Lake, Maytown
Nineteenth Subdivision	All Stations
Twentieth Subdivision	All Stations
Twenty-first Subdivision	All Stations
Twenty-third 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, in which reference is made to Rules and Paragraph numbers, the following will govern:

(a) Helper engines may be used on the head end of trains that do not exceed 3900 tons or 100 cars. Unless otherwise provided, on trains that exceed 3900 tons or 100 cars, helper engines will be placed in a suitable location in body of train to be helped as determined by tonnage rating of the helper engine, but not less than 20 cars ahead of the caboose.

- (b) In mountain grade territory, the use of retaining valves and the testing of brakes before starting descent is not required except when necessary to hold the train with air brakes in which case Rules 107, 129 and 130 will govern.
- (c) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 lbs. and have train air brake system charged to this pressure before commencing ascent or descent of mountain grade. Members of the crew on rear must note that pressure is being raised as indicated by caboose gauge as per Rule 82.
- (d) When trains are descending mountain grades and the air brakes are being used, members of the crew must watch closely for excessive heating of the wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to permit the wheels to cool. Trains descending mountain grade with air brakes only will stop at Rye and Garcia for inspection and to permit wheels to cool. When air brakes are used in conjunction with regeneration or dynamic braking, stop will not be required.
- (e) Rule 49 does not apply on mountain grades.
- (f) If regeneration fails on all units while descending mountain grades, the following will apply:

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

- (g) On descending mountain grade when power goes off the line, train must be brought to a stop immediately. If power is not restored in one minute, the engineer will notify all members of the crew who will immediately set enough hand brakes to hold the train. When power is restored, engineer will recharge the train air brake system. Hand brakes must not be released until it is known that the train air brake system has been fully recharged and the air brakes are operative. Where a combination of electric and diesel units is used, compliance with the requirements of this rule will be determined by the engineer.
- (h) On ascending grades when a train stops under circumstances where power may have gone off the line, members of the crew on the rear of freight trains must watch the caboose air gauge and if brake pipe pressure falls to 40 lbs. they must apply a sufficient number of hand brakes on the rear to hold the train. When power is restored, the engineer will recharge the train air brake system and give two long sounds of the engine whistle as a signal to release hand brakes.
- (i) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the train air brake system fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test as per Rule 128 must be made before proceeding.
- (j) When 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 train air brake system must be fully recharged, 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 brakepipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the train air brake system and control the air brakes during the backing movement, electric engines should be operated in series regeneration during the backing movement. When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine, the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Members of the crew must know that the brakes on the rear end of the train are released before the train starts.
- (k) All eastward trains handling loaded log cars and all other trains which, in the engineer's judgment, require increased breaking power, will raise air brake train line pressure to 100 lbs. at Hillsdale. Feed valve should be set at normal pressure after arrival at Tide Flats Yard.
- (l) 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. This does not apply to trains handled by diesel electric engines equipped with dynamic braking.
- (m) Before commencing descent of grade from MacPhail to Sutico and from Hillsdale to C Street, Tacoma, a sufficient number of retainers as determined by the engineer handling the train will be turned up to insure proper control of train speed. (See Rules 107 and 130). When engineer handling train is not familiar with this portion of the railroad retainers must be turned up on all cars in the train.

X11 When safe operation of trains will permit, brakes should not be applied on engine or cars during dry weather while passing over Bridge EE-384-B, four and one-half miles west of Ellensburg; Bridge EE-386-B, five and one-half miles west of Ellensburg, or other open deck trestles or bridges between Avery and Tacoma.

X12 At Tacoma Jct., when there are train orders affecting yard movements or westward trains moving to Tide Flats Yard or Tacoma on the Sixth Subdivision, Train Dispatcher will instruct the Operator to stop such movements before making delivery of the train orders.

X13 At Plummer, Maple Valley, Black River and Tacoma Jct., trains may register by register ticket.

X14 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 Fifteenth 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.

X15 In addition to those designated in timetable, standard clocks are located in Tide Flats Yard Office, Train Dispatcher's Office, Tacoma Roundhouse Office, Spokane Roundhouse, Yard Office and Telegraph Office.

X16 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 at the crossing to warn highway traffic of approaching trains.

X17 If trolley wires are observed to be slack the pantograph should be lowered and Engine drifted by. If there is any question about low wires becoming entangled with Engine or cars, train should be brought to a stop immediately and actual condition with regard to clearance of wires above Engine and cars should be determined before proceeding.

X18 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.

X19 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.

X20 The RS-12 sign located just east of Plummer governing westward trains, applies only to trains entering Second Subdivision.

X21 In the State of Idaho signal 15(1) must be sounded for private crossings the same as for public crossings.

X22 Under Rule 805 (E) the words "or other lading" will not apply to cars loaded with logs.

X23 Under Rule 804 (A), when the control cab of an electric engine at the front of a freight train is not provided with a seat for the trainman, the trainman will ride in a trailing unit.

LOCOTROL INSTRUCTIONS

X24 These instruction supersede all previous Locotrol instructions, and the following will govern when a separation is made on the train between the master (lead) and booster units.

- Engineer will center the reverser, release independent brake by pushing "IBR" button, and then make a full service brake application by pushing "ABA" button.
- When service exhaust ceases, engineer will move "FEED VALVE SWITCH" to "OUT" position and place "MODE" selector switch in "ISOLATE" position. (Note that feed valve "OUT" indication is displayed.)
- Then the engineer will sound one long blast with air horn to signal trainmen to close angle cock at the rear of the last car, where cut is being made.
- After the trainman receives proper signal from the engineer, he will close the angle cock on rear of the last car of the cut being moved. After giving proceed signal, allow the remaining portion of the train to go into emergency making sure the angle cock on the remaining portion of the train is left in fully open position.
- After uncoupling, the engineer will note that the "PC" and "IBA" lights are displayed on the console. If a "PC" indication fails to appear on the console, no further movement will be made until it is ascertained that the rear portion of the train is in emergency and the "MODE" selector switch is in "ISOLATE" position.
- After the entire train is reassembled, the Feed Valve of the booster unit will be cut in for the release test. The Feed Valve on the lead unit must not be cut in until the brake pipe pressure on the lead unit has shown a significant increase.
- Setting out or picking up cars behind the booster unit can be accomplished by using standard railroad procedure.

X25 When the train is stopped suddenly by an emergency application of air brake, no action will be taken to recover the "PC" on the booster unit until the train has been inspected between the lead and booster units and it is known that the train is intact, and the engineer is so advised.

TROLLEY CUT-OUT SWITCHES

X26 All employes working in electrified territory must have a copy of Special Rules and Instructions covering Electrical Operation, Form 3170, in their possession while on duty.

MAIN LINE TROLLEY SECTIONALIZING SWITCHES AND AIR GAPS located between Othello-Seattle-Tacoma are shown on Pages 40-45

inclusive in Form 3170.

FIRST SUBDIVISION

X27 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
	All Trains
Over street crossings St. Maries.....	20
Trains handling logs except when loaded on staked cars.....	30
Corporate Limits Town of Tekoa, Wash.....	40
Corporate Limits Town of Rosalia, Wash.....	50
Corporate Limits Town of Malden, Wash.....	35

X28 At Avery, the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track, respectively.

X29 At St. Maries employes must be alert to the possibility of close side clearance when handling cars loaded with logs and when moving past cars loaded with logs on an adjacent track.

SECOND SUBDIVISION

X30 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
	All Trains
Trains handling logs except when loaded on staked cars.....	30
Spokane passenger depot, trains handling Dome Car account depot platforms and girder encasements.....	10

X31 All trains enroute from East Spokane to the Milwaukee at Manito must receive a Milwaukee clearance in addition to a Union Pacific clearance at Dishman. All trains enroute from Plummer to the Union Pacific at Manito must receive a Union Pacific clearance as well as a Milwaukee clearance at Plummer.

X32 At Northern Pacific crossing at Spokane, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

THIRD SUBDIVISION

X33 Speed restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
	All Trains
Through City Limits at Malden, Wash.....	35
Through City Limits at Lind, Wash.....	55
Through City Limits at Warden, Wash.....	50
Through City Limits at Othello, Wash.....	40

X35 At Othello, trains must not exceed 20 MPH until entire train has passed over wheel checker located 150 feet east of east stop and stay signal.

X36 Rock slide detector fences, 657 feet in length located just east of tunnel 44, 300 feet in length located at west portal of tunnel 44, and 425 feet in length located 4700 feet west of tunnel 44, between Kenova and Lavista, are in service.

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

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

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

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

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

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

FOURTH SUBDIVISION

X37 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
	All Trains
Corporate Limits Town of Othello, Wash.....	40
Corporate Limits Town of Kittitas, Wash.....	50
Corporate Limits City of Ellensburg, Wash.....	35
Corporate Limits Town of Cle Elum, Wash.....	50

FIFTH SUBDIVISION

X39 Trains handling logs loaded on flat cars without side stakes should not exceed a speed of 15 MPH when operating over bridge FF-120, one mile west of Cedar Falls Depot.

SIXTH SUBDIVISION

X40 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
	All Trains
Over N.P. Crossing Black River.....	35
East Leg of Wye Black River.....	13
Corporate Limits Town of Kent, Wash.....	40
Corporate Limits Town of Auburn, Wash.....	40
Corporate Limits Town of Pacific, Wash.....	50
Corporate Limits Town of Sumner, Wash.....	40
Corporate Limits Town of Fife, Wash.....	45

X41 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 CMSIP&P tracks.

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

X42 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.

X43 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.

X44 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.

X45 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.

Only Diesel engines of the following classes may be operated over the Stuck River Bridge at Sumner and the tracks served in conjunction therewith:

D-12	D-45	D-15	D-38
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.

X46 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.

X47 The signal located 850 feet west of Tacoma Jct. office on Sixth Subdivision governs eastward movements from eastward track and will display indications in accordance with Rules 240-A Fig. 6, and 240-N Fig. 7.

The eastward signal located 225 feet west of Tacoma Jct. office on Eighteenth Subdivision governs eastward movements and will display indications in accordance with Rules 240-A Fig. 2, 240-D Fig. 2, 240-E Fig. 2, 240-N Fig. 2.

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

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

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

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

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

X48 All eastward trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone unless register ticket has previously been left at Tower.

X48 (A) At Atlantic St., Seattle, all train and engine movements must stop before entering onto or passing over the railroad crossings. If a movement is evident on a conflicting route, a thorough understanding must be had with a member of the crew of that movement before proceeding.

X48 (B) At Black River, when control operator is unable to clear the signal and movement is authorized as per Rule 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

SEVENTH SUBDIVISION

X49 Speed Restrictions (In addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
1750 HP four wheel truck diesel between MP 38.6 and Elk River... 15
Around all sharp curves..... 15
Over bridges EE-504 and EE-506 between MP 7 and Rover..... 15

X49(A) Extreme care must be used by all employees in switching and spotting cars on track at Jim's Spur, Idaho, account restricted side and overhead clearances. Employees are prohibited from riding tops or sides of cars in this vicinity.

X50 Tracks Nos. 2 and 3 in WI&M Yard at Bovill are not safe for engines.

EIGHTH SUBDIVISION

X51 Speed Restrictions (In addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
Between McGuire's and Coeur d'Alene
1000 HP, 1200 HP and 1750 HP 4-wheel truck diesels..... 15

X52 Eastward Great Northern trains starting at Coeur d'Alene that are to enter the Eighth Subdivision at Gibbs must, unless otherwise provided, obtain CMSI&P Clearance at Coeur d'Alene.

X53 Connection switch with Northern Pacific RR Co. is located 2746 feet west of MP 22 at Huetter. Northern Pacific trains and engines may use joint CMSI&P-GN main track between this connection and the connection switch to chip yard of the Ohio Match Co. in accordance with Rule 93.

NINTH SUBDIVISION

X54 Speed Restrictions (In addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
Between Dishman and McGuire's
1000 HP, 1200 HP and 1750 HP 4-wheel truck diesels..... 15
On curve one and one-half miles west of Newport..... 20
Trains handling logs except when loaded on staked cars..... 25
Corporate Limits Town of Metaline Falls, Wash..... 25
Corporate Limits Town of Ione, Wash..... 25
Corporate Limits Town of Cusick, Wash..... 30

X55 Westward Great Northern trains starting at Spokane that are to enter the Ninth Subdivision at Spokane Bridge must obtain a CMSI&P clearance at the GN telegraph office at Spokane.

X56 CMSI&P trains that are to enter the Union Pacific siding at Dishman, must stop before passing the stop sign at the junction switch and may then proceed, being governed by operating rules and existing conditions.

X57 Three yellow discs are mounted on uprights on the bents on north side of Bridge WN-100 over Box Canyon, located between MP 98 and MP 99, between Ione and Vail Tunnel, to act as a slide warning device.

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

Trains must not exceed 10 MPH over this bridge.

TENTH AND ELEVENTH SUBDIVISIONS

X58 Speed Restrictions (In addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
M.P. 12.8 to Moses Lake
1000 HP, 1200 HP, GP-9 4-wheel truck 1750 HP and
SD-7 6-wheel truck 1500 HP Diesels..... 15
Tifis between switches on Moses Lake leg of wye..... 10
Corporate Limits Town of Moses Lake, Wash..... 25
Tifis to Marcellus
1000 HP, 1200 HP and 1750 HP 4-wheel truck diesels..... 15

TWELFTH SUBDIVISION

THIRTEENTH SUBDIVISION

X59 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

FOURTEENTH SUBDIVISION

X60 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
wrecking derrick, pile driver or locomotive crane..... 10
X61 Between Bayne Jct. and Bagley Jct. via joint track, Northern Pacific
wrecking derricks 41 to 48, inclusive, Pile Driver 25 not permitted.

FIFTEENTH SUBDIVISION

X62 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
1000 and 1200 HP Diesels..... 25
1750 HP 4-wheel truck Diesels..... 15
Monroe Jct. to Cedar Falls
1.5 miles west Cedar Falls to one-half mile east Tanner..... 15
Within Yard Limits Snoqualmie Falls..... 6
Trains handling logs:
Over highway crossing at Tanner..... 10
On Curve just west MP 38, about 2 miles east Monroe Jct..... 25
Over Bridge FF-962 between MP 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

SIXTEENTH SUBDIVISION

SEVENTEENTH SUBDIVISION

X64 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
Frederickson on Columbia Powder Spur..... 5
Eastward trains New Reliance and Eatonville Jct..... 20
Over Nisqually River Bridge..... 15
Elbe, between second highway crossing west of depot and first
highway crossing east of depot until engine has passed over
both crossings..... 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 end of track west of Morton... 15

X65 When showing cars over highway crossings on Kosmos Logging Line west of Morton, trains must come to a full stop and flag the crossing. During the night the crossing floodlight must be lighted for all trains while passing over crossing.

X66 At Elbe, eastward trains that stop west of the second highway crossing west of the depot and westward trains that stop east of the highway crossing east of the depot, when ready to proceed over the crossing, must not exceed 7 MPH until it is known that the automatic crossing flasher signals are operating.

EIGHTEENTH SUBDIVISION

X67 Speed Restrictions (In addition to General Speed Restrictions)
Maximum Speed MPH
All Trains
Over C and D Streets, Tacoma..... 10
Between Tacoma Jct. and Hillsdale..... 15
Frederickson on Columbia Powder Spur..... 5
Over RR Crossings Blakeslee Jct..... 20
Over RR Crossings Chehalis Jct..... 10
Through spring switch turnout and around curve to interchange
switch at Frederickson..... 20

X68 At Chehalis the normal position of the crossing gates over the NP crossings is for movements on the CMSI&P tracks.

X70 Trains handling logs must not move over bridge FF-276B located 3500 feet west of Tacoma Jct. when trains are passing underneath bridge on Northern Pacific tracks.

NINETEENTH SUBDIVISION

X71 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

X71 (A) At Helsing Jct., Stop Sign governing westward trains is located 180 feet from Junction switch. After stopping, and route is seen and known to be clear, switch may be lined and such train may proceed.

X71 (B) At Aberdeen Drawbridge, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

TWENTIETH SUBDIVISION

X72 Speed Restrictions (in addition to General Speed Restrictions)
 Maximum Speed MPH
 All Trains
 Dryad Jct. to Raymond
 1750 HP 4-wheel truck Diesels..... 15
 At Raymond approaching PSH #13 highway crossing..... 5

TWENTY-FIRST SUBDIVISION

X73 Speed Restrictions (in addition to General Speed Restrictions)
 Maximum Speed MPH
 All Trains
 Bellingham to Maple Falls
 1750 HP 4-wheel truck Diesels not permitted.
 1000 and 1200 HP Diesels..... 15
 Eastward trains over Bridge BN-18 between Everson and Strandell 10
 On OPC track between east wye switch and end of track
 Limestone Jct. 10
 Limestone Jct. to Maple Falls..... 10
 X74 At Bellingham, the normal position of the crossing gates over the crossing of the GN track in the yard, is for movements on the GN track.

X75 At Bellingham, at crossings of Holly and Magnolia Streets with Railroad Avenue, our preempting circuits are too short to stop vehicular traffic crossing our tracks. Therefore, trains or engine movements must move with a green traffic signal or provide flag protection over these crossings.

TWENTY-SECOND SUBDIVISION

TWENTY-THIRD SUBDIVISION

X76 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-wheel truck Diesels may be operated.
 Port Townsend while moving onto or off barges..... 2
 Over Morse Creek Bridge at MP 45 to 1/2 mile west of MP 50..... 10
 X77 At Port Angeles, City Ordinance prohibits the sounding of engine whistle for Lincoln, Laurel and Oak Street crossings on Railroad Avenue, except in extreme emergency.

WESTWARD FREIGHT TRAINS (INFORMATION ONLY) EASTWARD

				263	261	STATIONS	262	264				
				Time Freight	Time Freight		Time Freight	Time Freight				
				Daily	Daily		Daily	Daily				
				12.45 AM	6.10 AM	AVERY	A 4.15 PM	A 8.35 PM				
				3.45	8.45	PLUMMER	2.15 PM	5.20				
					A 11.30 AM	SPOKANE	8.00 AM					
				8.10	11.30	MARENGO		2.40				
				11.40	1.00 PM	OTHELLO	10.25	1.10 PM				
				A 10.00 PM	A 8.00	SEATTLE	2.00	12.01				
				A 10.00 PM	A 11.00 PM	TACOMA	2.00 AM	12.01 AM				