

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

**ROCKY MOUNTAIN
DIVISION**

AND

COAST DIVISION

**JOINT
TIME
TABLE
No. 1**

Taking effect at

1:01 AM Mountain Standard Time

12:01 AM Pacific Standard Time

Sunday, August 12, 1973

For the government and information
of employees only

S. O. JONES
Superintendent
Rocky Mountain
Division

M. T. SEVEDGE
Superintendent
Coast Division

R. E. BECK
General Superintendent of Transportation

Q. W. TORPIN
General Manager

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
60	60	70	51.4
61	59	75	48
62	58.1	80	45
63	57.1	85	42.4
64	56.3	90	40
65	55.4	100	36
66	54.5	120	30
67	53.7	144	25
68	52.9	180	20
69	52.2	240	15
		360	10

ROCKY MOUNTAIN DIVN—FIRST SUBDIVN

Capacity in Cars	STATIONS		Distance from Miles City	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	Yard	MC	MILES CITY 8.3	BFKOP QRTWYZ	Continuous
99	87		PARAGON 7.8	P	No Office
85	15		SHEFFIELD 9.8	P	No Office
	48		THURLOW 7.8	P	No Office
140	21		CARTERVILLE 6.3	P	No Office
	49		ORINOCO 5.0	P	No Office
	10	FS	FORSYTH 3.1	OP	7:00AM to 4:00PM Except Sat. & Sun.
100	10		COLD SPRINGS 14.6	P	No Office
	94		VANANDA 9.9	P	No Office
143	1		AHLES 5.3	P	No Office
	76		THEBES 7.2	P	No Office
99	37	MR	INGOMAR 10.2	OP	7:45AM to 4:45PM Except Sat. & Sun.
100	11		SUMATRA 16.8	P	No Office
	Yard	MS	MELSTONE 5.8	BKO PRWY	Continuous
48			QUEENS POINT 6.1	P	No Office
76	18		MUSSELSHELL 6.4	P	No Office
	48		DELPHIA 8.9	P	No Office
102			GAGE 7.3	P	No Office
107	Yard	RU	ROUNDUP 9.7	OPTW	8:00AM to 5:00PM Except Sat. & Sun.
87	18		ELSO 15.3	P	No Office
138	26		LAVINA 15.6	P	No Office
107	34	R	RYEGATE 13.5	P	8:00AM to 5:00PM Except Sat. & Sun.
137	21		SHAWMUT 16.0	P	No Office
	Yard	HY	HARLOWTON 216.7	BFJKOP QRTWYZ	Continuous

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

ABS is in use between Miles City and Harlowton.

Melstone is a register station for trains originating or terminating only.

ROCKY MOUNTAIN DIVN—SECOND SUBDIVN

Capacity in Cars		STATIONS	Distance from Harlowton	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
Sidings	Other Tracks				
	Yard	HY	HARLOWTON 6.2	BFJKOP QRTWYZ	Continuous
60	9		VALENCIA 5.8	P	No Office
100	30	WO	TWO DOT 12.2	P	No Office
102	32	MX	MARTINSDALE 4.4	OP	7:45AM to 4:45PM Except Sat. & Sun.
59	11		GROVELAND 7.0	P	No Office
102	19		LENNEP 5.6	P	No Office
59			BRUNO 4.8	P	No Office
	60		LOWETH 3.7	PQ	No Office
105			HAMEN 7.3	P	No Office
117	47	D	RINGLING 3.6	OP	7:45AM to 4:45PM Except Sat. & Sun. 9:00PM to 5:00AM Except Mon. & Tue.
	56		MOYNE 7.0	P	No Office
58	17		SIXTEEN 8.0	P	No Office
105	12		FRANCIS 3.9	P	No Office
	32		NATHAN 2.1	P	No Office
94	14		MAUDLOW 5.7	P	No Office
61			DEER PARK 5.8	P	No Office
106	8		CARDINAL 1.5	P	No Office
	8		LOMBARD 10.8	P	No Office
106	7		EUSTIS 8.5	P	No Office
	Yard	FO	THREE FORKS 113.9	BJKOP QRTWY	Continuous

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

ABS is in use between Harlowton and Three Forks.

Mountain grade extends from west switch Bruno to 2700 Feet East of Industry Track Switch at Loweth.

ROCKY MOUNTAIN DIVN—THIRD SUBDIVN

Capacity in Cars	STATIONS		Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	Yard	FO	THREE FORKS 6.5	BKOP QRTWY	Continuous
60			WILLOW CREEK 6.4	P	No Office
108	16		SAPPINGTON (B. N. Crossing) 11.7	AP	No Office
107	36		JEFFERSON ISLAND 9.9	P	No Office
105	Yard		PIEDMONT 5.5	APQY	No Office
60			VENDOME 3.7	P	No Office
110	21		CEDRIC 4.9	P	No Office
70	16		GRACE 6.6	P	No Office
97	26		DONALD 6.7	P	No Office
74	5		JANNEY 3.6	P	No Office
104			NEWCOMB 4.6	P	No Office
69	Yard	GS	BUTE YARD 1.1	BKOPQY	Continuous
	5		BUTE 2.5	TY	No Office
157	15		ALLOY 1.6	PY	No Office
			ROCKER (B. A. & P. Crossing) 2.7		No Office
			(U. P. Crossing) 0.6	A	No Office
			SILVER BOW 1.6	P	No Office
104	52		DAWSON 5.8	P	No Office
83			FINLEN 9.1	P	No Office
58			MOREL 9.2	P	No Office
86	13		(B. N. Crossing) SINCLAIR 7.8	AP	No Office
	Yard	DG	DEER LODGE 112.1	BKOP QRTWYZ	Continuous

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

ABS is in use between Three Forks and Deer Lodge.

Mountain grade extends from west switch Piedmont to east switch Newcomb.

ROCKY MOUNTAIN DIVN—FOURTH SUBDIVN

Capacity in Cars		STATIONS		Distance from Deer Lodge	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
Sidings	Other Tracks	Telegraph Calls				
	Yard	DG	DEER LODGE 5.1	0.0	BKOP QRTWYZ	Continuous
76	14		KOHR'S 5.9	5.1	P	No Office
103	12		GARRISON 7.6	11.0	P	No Office
76	15		GOLD CREEK 5.7	18.6	P	No Office
76	13		HASKELL 6.4	24.3	P	No Office
76	14	DX	(B. N. Crossing) DRUMMOND 5.3	30.7	AP	No Office
77			OZAN 5.2	36.0	P	No Office
109	15		BEARMOUTH 10.1	41.2	P	No Office
70	17		RAVENNA 5.9	51.3	P	No Office
104			IRIS 6.1	57.2	P	No Office
76	12		CLINTON 9.9	63.3	P	No Office
128	31		BONNER JCT. 6.3	73.2	JPTY	No Office
	Yard	Q	MISSOULA 9.5	79.5	BKOPQYZ	7:00AM to 4:00PM 11:00PM to 7:00AM Except Sat. & Sun.
76	14		PRIMROSE 2.8	89.0	P	No Office
	88		SCHILLING 5.3	91.8	P	No Office
111	37		FRENCHTOWN 3.3	97.1	P	No Office
			(B. N. Crossing) HUSON 5.4	100.4	AP	No Office
76	13		SOUDAN 5.0	105.8	P	No Office
	Yard	ON	ALBERTON	110.8	BKOPQ RWY	Continuous

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

ABS is in use between Deer Lodge and Alberton.

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

ROCKY MOUNTAIN DIVN—SIXTH SUBDIVN

Capacity in Cars		STATIONS		Distance from Bonner Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
Sidings	Other Tracks	Telegraph Calls				
128	31		BONNER JCT. 1.3	0.0	JPTY	No Office
10	44		BONNER 10.5	1.3	Y	No Office
7			McNAMARA 14.0	11.8		No Office
36			SUNSET 9.0	25.8		No Office
14			CLEARWATER 1.0	34.8		No Office
			BEAR CREEK	35.8		No Office

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

When handling logs, 20 miles per hour; and 15 miles per hour over bridge DD-302, three-fourths mile east of Bonner.

Rule 83(B) does not apply at Bonner Jct. and Bear Creek.

ROCKY MOUNTAIN DIVN—FIFTH SUBDIVN

Sidelings	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Alberton	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks	Yard					
			ON	ALBERTON -0.5	0.0	BKOPQ RWY	Continuous
76	14			CYR -8.5	6.5	P	No Office
112	10			TARKIO -7.7	15.0	P	No Office
75	16			COBDEN -8.2	22.7	P	No Office
75	18			SUPERIOR -12.4	30.9	P	No Office
92	48	G		ST. REGIS -5.0	43.3	JOPTWY	8:00AM to 4:00PM
69				FORAKER -4.6	48.3	P	No Office
64	33			DREXEL -4.3	52.9	P	No Office
75	16			HENDERSON -5.2	57.2	P	No Office
101	Yard		HU	HAUGAN -5.7	62.4	JOPQ TWY	8:00AM to 5:00PM Except Sat. & Sun.
47	12			SALTESE -3.6	68.1	P	No Office
109	7			BRYSON -4.8	71.7	P	No Office
98	18			EAST PORTAL -2.0	76.5	PQW	No Office
47				ROLAND -4.8	78.5	P	No Office
28	21			ADAIR -4.6	83.3	P	No Office
100	4			FALCON -5.2	87.9	P	No Office
23	8			KYLE -3.5	93.1	P	No Office
61				STETSON -3.7	96.6	P	No Office
	Yard		NF	AVERY	100.3	BFKOP QRTWY	Continuous

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

ABS is in use between Alberton and Avery.

Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

ROCKY MOUNTAIN DIVN—EIGHTH SUBDIVN

Sidelings	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Bozeman Hot Springs	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks	Yard					
				BOZEMAN HOT SPRINGS -4.8	0.0	JPT	No Office
	31			GALLATIN GATEWAY	4.8		No Office

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

Trains handling pulpwood loaded above top of car must not exceed 15 miles per hour.

Rule 83(B) does not apply at Bozeman Hot Springs and Gallatin Gateway.

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN—SEVENTH SUBDIVN

Sidelings	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks	Yard					
			FO	THREE FORKS -0.3	0.0	BJKOP QRTWY	Continuous
	7			LOGAN -5.2	6.3		No Office
	23			MANHATTAN (B. N. Crossing) -8.9	11.5	PU	No Office
	18			HOLLAND -5.1	20.4		No Office
	10			GREENWOOD -1.5	25.5		No Office
	15			BOZEMAN HOT SPRINGS -0.1	27.0	JPT	No Office
	8			MATTHEWS -1.6	33.1		No Office
	14			PATTERSON -3.7	34.7	Y	No Office
	Yard		BN	BOZEMAN	38.4	JOPR TYZ	7:00AM to 4:00PM Except Sat. & Sun.

Trains must not exceed maximum speed of 20 miles per hour between Three Forks and Bozeman Hot Springs, 25 miles per hour between Bozeman Hot Springs and Bozeman. Trains handling pulpwood loaded above top of car or poles must not exceed 15 miles per hour eastbound between one-half mile west of MP 7 (bridge CC-612) one and one-half miles west of west switch Logan to highway crossing one-half mile west of MP 4 about one and one-half miles east of Logan.

At Three Forks, the normal position of the switch at the south leg of the wye is for the west leg and the normal position of the switches at the east and west legs of the wye is for the siding.

At Bozeman Hot Springs, the normal position of the switch at the east leg of the wye is for movement on the Seventh Subdivn between Three Forks and Bozeman.

Rule 83(B) does not apply at Bozeman when operator is not on duty.

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN—NINTH SUBDIVN

Sidelings	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Bozeman	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks	Yard					
			BN	BOZEMAN (B. N. Crossing 1.8) -12.2	0.0	JOPR TUYZ	7:00AM to 4:00PM Except Sat. & Sun.
	21			SPRINGHILL -5.5	12.2		No Office
	4			EDILOU -5.1	17.7		No Office
	8			ACCOLA -1.0	22.8		No Office
	21			MENARD	24.7	T	No Office

Trains must not exceed maximum speed of 15 miles per hour.

Rule 83(B) does not apply at Menard and does not apply at Bozeman when operator is not on duty.

Special Instruction X-14 applies.

Second Class	Capacity in Cars		Telegraph Calls	Distance from Harlowton	STATIONS	Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class
	Freight	Sidings							Other Tracks
163									164
Daily Except Saturday									Daily Except Saturday
1:00PM		Yard	HY	0.0	HARLOWTON	61.3	BFJKOP QRTWYZ	Continuous	A 11:10PM
1:30		17		14.6	OKA	46.7	P	No Office	10:40
1:45		26		22.0	JUDITH GAP	39.3	PTY	No Office	10:25
2:00		60		26.7	GARNEILL	34.6	P	No Office	10:10
2:10		9		30.7	McCLAVE	30.6	P	No Office	10:00
2:20		27		34.1	STRAW	27.2	P	No Office	9:50
2:30		6		39.1	SIPPLE	22.2	P	No Office	9:40
2:40		70	MO	44.1	MOORE	17.2	OP	7:45AM to 4:45PM Except Sat. & Sun.	9:30
2:55		20		53.8	GLENGARRY	7.5	P	No Office	9:15
A 3:10PM		Yard		61.3	LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office	9:00PM

Trains must not exceed maximum speed of 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains must not exceed 10 miles per hour over the two public highway crossings within yard limits at Harlowton, both located near the flour mills.

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Tenth Subdivn to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Thirteenth Subdivn.

Rule 83(B) does not apply at Lewistown Yard.

ROCKY MOUNTAIN DIVN—ELEVENTH SUBDIVN

ROCKY MOUNTAIN DIVN—TWELFTH SUBDIVN

Capacity in Cars	Telegraph Calls	STATIONS	Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
35		GRASS RANGE	34.6		No Office
20		BECKET	28.1		No Office
15		FOREST GROVE	19.9		No Office
4		PIPER	14.0		No Office
23		HEATH	9.2	Y	No Office
19		DUNLAP	7.3	Y	No Office
Yard		LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office

Capacity in Cars	Telegraph Calls	STATIONS	Distance from Roy-Winifred Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
		ROY-WINIFRED JCT.	0.0	JPY	No Office
17		BROOKS	9.6		No Office
29		HILGER	15.7		No Office
		ROY JUNCTION	20.3	T	No Office
7		MOULTON	25.5		No Office
18		SUFFOLK	35.5		No Office
26		WINIFRED	42.7	T	No Office

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Heath, 25 miles per hour between Heath and Piper, 35 miles per hour between Piper and Grass Range.

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown and must not exceed 8 miles per hour through Lewistown.

Rule 83(B) does not apply at Lewistown Yard and Grass Range.

Special Instruction X-14 applies.

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

Rule 83(B) does not apply at Roy-Winifred Jct. and Winifred.

Special Instruction X-14 applies.

SECOND CLASS			Capacity in Cars		Telegraph Calls	Distance from Lewistown Yard	STATIONS	Distance from Falls Yard	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	SECOND CLASS		
195	239	Sidings	Other Tracks	240							196		
Freight	B. N. Freight					B. N. Freight	Freight						
Daily Except Saturday	Mon., Wed. & Fri. only			Mon., Wed. & Fri. Only	Daily Except Saturday								
	6:00PM			Yard		0.0	LEWISTOWN YARD -1.3	134.5	BFJKOP RTWYZ	No Office		A 4:05PM	
	6:05	7:10AM		Yard	DI	1.3	LEWISTOWN -1.5	133.2	JOPTYZ	7:00AM to 4:00PM Except Sat. & Sun.	A 5:25AM	4:00	
						2.8	ROY-WINFRED JCT. -6.5	131.7	JPY	No Office			
	6:30	7:25	41	62		9.3	HANOVER -1.0	125.2	P	No Office	5:05	3:42	
	6:40	A 7:30AM				10.3	SPRING CREEK JCT. -3.0	124.2	JPR	No Office	5:01AM	3:37	
	6:50			36		13.3	AMHERST -3.1	121.2	P	No Office		3:27	
	7:00			17		16.4	WARE -3.5	118.1	P	No Office		3:17	
	7:10			50		19.9	DANVERS -8.3	114.6	P	No Office		3:10	
	7:30			20		28.2	HOOSAC -6.4	106.3	P	No Office		2:50	
	7:50			85	DN	34.6	DENTON -6.4	99.9	O	7:45AM to 4:45PM Except Sat. & Sun.		2:32	
	8:08			38		41.0	COFFEE CREEK -4.5	93.5	P	No Office		2:14	
	8:26			56		45.5	ARROW CREEK -11.1	89.0	P	No Office		1:49	
	9:05		41	20		50.6	POWNA -12.1	77.9	PT	No Office		1:30	
	9:50			74	SB	68.7	SQUARE BUTTE -7.0	65.8	P	No Office		1:05	
	10:15			77	GE	75.7	GERALDINE -11.8	58.8	P	7:45AM to 4:45PM Except Sat. & Sun.		12:45	
	10:45			57		87.5	MONTAGUE -8.0	47.0	P	No Office		12:22	
	11:15			39		95.5	SHONKIN -11.9	39.0		No Office		12:07PM	
	11:50		36	27	HD	107.4	HIGHWOOD -7.4	27.1	OP	7:45AM to 4:45PM Except Sat. & Sun.		11:45	
	12:10AM			48		114.8	WALTHAM -10.3	19.7	P	No Office		11:31	
	12:40			36		125.1	SALEM -9.4	9.4		No Office		11:12	
A	1:10AM			Yard	FD	134.5	FALLS YARD	0.0	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.		10:45AM	

Trains must not exceed maximum speed of 35 miles per hour between Lewistown Yard and Waltham, 10 miles per hour between Waltham and M.P. 183 and 35 miles per hour between M.P. 183 and Falls yard.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

At Spring Creek Jct., the normal position of the junction switch is for the C. M. St. P. & P. track.

At Lewistown, the normal position of the junction switch with the BN Ry. is for the C.M. St. P. & P. track.

Lewistown and Spring Creek Jct. are register stations for BN trains only.

Spring Creek Jct. is Register Station for No. 195 Monday, Wednesday and Friday.

At Lewistown, the normal position of the east switch on east leg of wye is for movement from Tenth Subdivn to Lewistown Yard and normal position of west switch on east leg of wye is for movement on Thirteenth Subdivn.

BN trains will enter and leave C. M. St. P. & P. track at switch just west of Main St. crossing, west of depot, Lewistown.

Trains and engines must come to a stop before passing over East Main Street crossing at Lewistown.

Rule 83(B) does not apply at Roy-Winifred Jct., Spring Creek Jct. and Lewistown Yard. Trains starting at Lewistown Yard must obtain clearance at Lewistown when operator is on duty.

Second Class	Capacity in Cars		Telegraph Calls	Distance from Falls Yard	STATIONS	Distance from Agawan	See Rule 8-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class
	Sidings	Other Trucks							374
373									B. N. Freight
B. N. Freight									
Mon., Wed. & Fri. only									Mon., Wed. & Fri. Only
		Yard	FD	0.0	FALLS YARD	69.6	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.	
				3.4	DEPOT SWITCH	66.2	JPY	No Office	
				0.5	GREAT FALLS				
				3.9	(B. N. Crossing)	65.7	UY	No Office	
				7.2	EMERSON JCT.	62.4	JPR	No Office	
				15.5	VAUGHN	54.1			
				21.2	DRACUT JCT.	48.4	JPR	No Office	
		19		28.5	ASHUELOT	41.1	P	No Office	
		58	FR	38.5	FAIRFIELD	31.1	OP	10:15AM to 12:01PM 1:00PM to 3:00PM Except Sat. & Sun.	
	9:14AM			48.7	EASTHAM JCT.	20.3	JPR	No Office	A 12:30PM
	A 9:33AM			55.6	CHOTEAU JCT.	14.0	JPR	No Office	12:10PM
		49	CU	56.2	CHOTEAU	13.4	OPR	7:45AM to 9:45AM 3:30PM to 4:45PM Except Sat. & Sun.	
				57.1	(B. N. Crossing)	12.5	U	No Office	
		23		62.1	FARMINGTON	7.5		No Office	
		27		69.6	AGAWAM	0.0	T	No Office	

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

This time-table confers no authority between Emerson Jct. and Dracut Jct.; B. N. Ry time-table governs.

At Choteau Jct. the normal position of the junction switch is for the C. M. St. P. & P. track.

Trains cannot meet at Dracut Jct. and Choteau Jct.

At Emerson Jct. and Dracut Jct., the normal position of the junction switch is for the B. N. track.

At Eastham Jct. the normal position of the junction switch is for C. M. St. P. & P. track.

Rule 83(B) does not apply at Emerson Jct., Dracut Jct., Eastham Jct., Choteau Jct. and Agawan and does not apply at Falls Yard and Choteau when operators are not on duty.

At Depot Switch the normal position of the junction switch is for C. M. St. P. & P. track.

COAST DIVN—FIRST SUBDIVN

Siding	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Avery	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks						
	Yard	NF		AVERY -5.3	0.0	BFKOPQ RTWY	Continuous
	53			ETHELTON -8.5	5.3	P	No Office
100	12			POCONO -8.6	13.8	P	No Office
106	22			CALDER -10.9	22.4	P	No Office
103	15			ST. JOE -6.6	33.3	P	No Office
	52			OMEGA -5.5	39.9	P	No Office
133	Yard	CB		ST. MARIES -5.9	45.4	BFJKO PQRTWYZ	Continuous Except Sat. & Sun.
	94			RAMSDELL -5.9	51.3	P	No Office
128	10			PEDEE -7.2	57.2	P	No Office
121	75	WJ		PLUMMER -7.6	64.4	JKOPQTY	Continuous
51				MOWRY -8.1	72.0	P	No Office
91	23			TEKOA -7.2	80.1	P	No Office
	21			SEABURY -5.9	87.3	P	No Office
90				PANDORA -6.5	93.2	P	No Office
	60			ROSALIA -5.5	99.7	P	No Office
	26			SQUAW CANYON -3.6	105.2	P	No Office
	Yard	M		MALDEN	108.8	BKOP QRTWY	Continuous

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.

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

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

COAST DIVN—THIRD SUBDIVN

Siding	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Malden	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks						
	Yard	M		MALDEN -3.6	0.0	BKOP QRTWY	Continuous
	26			PINE CITY -2.0	3.6	P	No Office
50				KENOVA -11.4	5.6	P	No Office
93				LAVISTA -2.2	17.0	P	No Office
	32			EWAN -10.4	19.2	PW	No Office
91	28			REVERE -4.1	29.6	P	No Office
51				PAXTON -10.3	33.7	P	No Office
72	31	RA		MARENGO -5.9	44.0	JOPQTY	7:00AM to 4:00PM Except Sat. & Sun.
51				HILLCREST -3.6	49.9	P	No Office
82	29			RALSTON -5.0	53.5	P	No Office
	21			PIZARRO -4.8	58.5	P	No Office
	51			VASSAR -4.7	63.3	P	No Office
130	28	NE		LIND -8.0	68.0	PQ	No Office
	55			SERVIA -4.9	76.0	P	No Office
100	22			ROXBORO -9.7	80.9	P	No Office
143	43	WX		WARDEN -12.8	90.6	JOPT	7:00AM to 4:00PM Except Sat. & Sun.
	Yard	SO		OTHELLO	103.4	BFKO PQRTWY	Continuous

Trains must not exceed a maximum speed of 40 miles per hour between Malden and Marengo and 50 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.

WESTWARD

COAST DIVN—SECOND SUBDIVN

EASTWARD

Third Class	Second Class	Capacity in Cars		Telegraph Calls	Distance from Plummer	STATIONS	Distance from East Spokane	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Second Class	
		Sidings	Other Tracks							64	388 UP
387 UP	63									Freight	Freight
Freight	Freight									Daily	Daily
	8:45AM	8:30AM		WJ	0.0	PLUMMER -6.4	37.1	JKOPQTY	Continuous	A 3:45AM	A 2:10AM
		8:40		WY	6.4	WORLEY -1.4	30.7	P	No Office	3:30	
	9:03	8:45	76		7.8	MOZART -5.3	29.3	P	No Office	3:25	1:55
					13.1	SETTERS -2.4	24.0	P	No Office		
	9:15	9:05			15.5	SAXBY -4.3	21.6	P	No Office	3:10	1:42
A 9:25AM	A 9:15AM		53	MU	19.8	MANITO -15.2	17.3	JPTY	No Office	3:00AM	1:30AM
				SP	35.0	DISHMAN -2.1	2.1	OP			
	A 10:00AM			Yard	37.1	EAST SPOKANE	0.0	BFPQR		2:00AM	
						B. N. CROSSING			Via U. P. R. R.		

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

ABS is in use between Manito and Plummer.

Rule 83(B) does not apply at Manito.

This time-table confers no authority between Manito and B. N. Crossing. Union Pacific R.R. time table governs.

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.

COAST DIVN—FOURTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Othello	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	Yard	SO	OTHELLO -9.2	BFKO PQRTWY	Continuous
75	9		TAUNTON -5.8	P	No Office
51	11		CORFU -6.6	P	No Office
	9		ROYAL CITY JCT. -3.1	JP	No Office
92	7		SMYRNA -13.1	P	No Office
94	Yard	BV	BEVERLY -1.0	OPTY	12:01AM to 9:01AM Daily
			BEVERLY JCT. -5.2	JPY	No Office
94			DORIS -5.6	P	No Office
51	2		RYE -7.0	P	No Office
86	16		BOYLSTON -10.6	P	No Office
94	73	KY	KITTITAS -6.4	OPTW	12:01AM to 8:01AM Daily
76	27		ELLENSBURG -6.9	P	No Office
51	23		THORP -8.4	P	No Office
90	4		HORLICK -10.0	P	No Office
	Yard	CM	CLE ELUM	BKOPQ RWY	Continuous

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

ABS is in use between Othello and Cle Elum.

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

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

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

COAST DIVN—EIGHTEENTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Beverly Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
			BEVERLY JCT. -4.0	JPY	No Office
	19		LEVERING -10.4		No Office
	10		PRIEST RAPIDS -6.4	PY	No Office
			HANFORD -3.5	Y	No Office
			HANFORD YARD	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.

COAST DIVN—FIFTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Cle Elum	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	Yard	CM	CLE ELUM -11.6	BKOPQ RWY	Continuous
87	26		EASTON -17.4	PT	No Office
98	64		HYAK -7.7	PY	No Office
58			BANDERA -5.3	P	No Office
48	10		GARCIA -4.5	P	No Office
83	18		RAGNAR -4.3	P	No Office
112	310	MY	CEDAR FALLS -4.0	BFKOP QTWYZ	Continuous Except Sunday
			BAGLEY JCT. -4.7	JP	No Office
95			TRUDE -8.3	P	No Office
	12	MV	MAPLE VALLEY -10.3	JOPRY	Continuous
			(B. N. Crossing) RENTON -2.4	AJOP	
	Yard	BI	BLACK RIVER (U. P. Crossing) -4.3	JOPQRTY	
92	361		VAN ASSELT -1.7	P	Via B. N. R. R.
			ARGO (U. P. Crossing) (B. N. Crossing) -1.7	IOP	
			SPOKANE STREET TOWER -0.7	IO	Via B. N. R. R.
			STACY STREET YARD	BFPQXZ	
	Yard	OW	SEATTLE	P	Via U. P. R. R.

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

ABS is in use between Cle Elum and Maple Valley.

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

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

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

COAST DIVN—NINETEENTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Royal City Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	8		ROYAL CITY JCT. -5.1	JP	No Office
	17		ROYAL CITY		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.

10 WESTWARD

COAST DIVN—SIXTH SUBDIVN

STATIONS	Distance from Seattle	Telegraph Calls	Capacity in Cars		SECOND CLASS						
			Sidings	Other Tracks	81	93	83				
					Freight	Freight	Freight				
					Daily	Daily	Daily				
SEATTLE	0.0	OW									
STACY ST. YARD	0.0			Yard							
SPOKANE ST. TOWER	0.7										
ARGO (U. P. Crossing) (B. N. Crossing)	3.4										
VAN ASSELT	5.1		02	361							
BLACK RIVER (B. N. Crossing)	9.4	BI		Yard	1:55AM	1:15PM	9:00PM				
ANDOVER	11.6		38		1:58	1:20	9:03				
KENT	16.3	K	55	Yard	2:07	⁸² 1:40	9:12				
WEST SIDING	18.1		64	Yard							
AUBURN	21.3	BR	74	77	⁸⁴ 2:21	1:55	9:21				
BENROY	25.9		54		2:29	2:10	9:29				
SUMNER	28.4	UX	75	33	2:35	2:30	9:35				
PUYALLUP	30.1		50	16	2:40	2:35	9:40				
TACOMA JCT. (East End Double Track)	35.6	JN		65	A 2:55AM A	2:45PM A	9:55PM				
(B. N. & U. P. Crossing)	37.1										
TACOMA	37.6	MA									
(West End Double Track) TIDE FLATS YARD	37.6			Yard							

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Black River and Tacoma Jct.

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

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 Seventh Subdivn.

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.

STATIONS	Distance from Tacoma	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	SECOND CLASS					
				84	94	82			
				Freight	Freight	Freight			
				Daily	Daily	Daily			
SEATTLE	37.6	P	Via U. P. R. R.						
STACY ST. YARD	36.6	BFPQYZ							
-0.7 SPOKANE ST. TOWER	35.9	IO	Via B. N. R. R.						
-1.7 ARGO (U. P. Crossing) (B. N. Crossing)	34.2	IOP	Via B. N. R. R.						
-1.7 VAN ASSELT	32.5	P							
-4.3 BLACK RIVER (B. N. Crossing)	28.2	IJOPQRTY	Continuous	A 2:45AM	A 11:20AM	A 1:55PM			
-2.2 ANDOVER	26.0	PY	No Office	2:42	11:15	1:50			
-4.7 KENT	21.3	OPQY	Continuous	2:31	11:05	⁹³ 1:40			
-1.8 WEST SIDING	19.5	PY	No Office						
-5.2 AUBURN	16.3	OPY	7:00AM to 6:00PM Except Sat. & Sun.	⁸¹ 2:21	10:30	1:30			
-4.6 BENROY	11.7	P	No Office	2:10	10:05	1:20			
-2.5 SUMNER	9.2	OPY	7:00AM to 10:00PM Except Sat. & Sun.	2:03	10:00	1:14			
-1.7 PUYALLUP	7.5	P	No Office	1:58	9:10	1:10			
-5.5 TACOMA JCT. (East End Double Track)	2.0	JOPRY	Continuous	1:45AM	8:55AM	1:00PM			
-1.5 (B. N. & U. P. Crossing)	0.5	MPY	No Office						
-0.5 TACOMA	0.0	PQY	No Office						
(West End Double Track) TIDE FLATS YARD	0.0	BFKPQRT WYZ	No Office						

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

**UNION PACIFIC RR — BLACK RIVER
WHISTLE SIGNALS:**

- To Seattle via Burlington Northern 1 long 1 short 1 long
- To Seattle via Union Pacific R. R. 1 long

BURLINGTON NORTHERN — 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.

			Capacity in Cars		Telegraph Calls	Distance from Tacoma Jct.	STATIONS	Distance from Brooklyn Yd.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours		
			Sidings	Other Tracks								
			65		JN	0.0	TACOMA JCT. 5.3	160.1	JOPRY	Continuous		
			201			5.3	HILLSDALE 3.7	154.8	Y	No Office		
		101				9.0	ALLISON 4.2	151.1	P	No Office		
			30			13.2	FREDERICKSON 8.0	146.9	JPRTY	No Office		
		58				21.2	GREENDALE 7.8	138.9		No Office		
			18			29.0	McKENNA 7.6	131.1		No Office		
			29			36.6	RAINIER 5.5	123.5		No Office		
			73			42.1	SKOOKUMCHUCK 1.1	118.0		No Office		
					JC	43.2	WESTERN JCT. 1.2	116.9	JOPQ	7 00AM to 4:00PM Except Sat. & Sun.		
			26			44.4	OFFUTT LAKE 0.0	115.7		No Office		
		26	27			50.4	MAYTOWN 7.4	109.7	JY	No Office		
		42				57.8	ESSEX 5.0	102.3		No Office		
						62.8	(B. N. Crossing) (U. P. Crossing) BLAKESLEE JCT. 1.3	97.3	AY	No Office		
		34	30			64.1	CENTRALIA 3.7	96.0	YZ	No Office		
		45	66	CH		67.8	(3 B. N. Crossings) CHEHALIS 1.0	92.3	MOPQRY	Continuous		
				JO		68.8	(B. N. Crossing) CHEHALIS JCT. 12.4	91.3	IJMPY	No Office		
						114.6	LONGVIEW			Via BN Ry.		
						111.2	LONGVIEW JCT.	48.9		Via BN Ry.		
						146.6	VANCOUVER	13.5		Via BN Ry.		
						156.1	HOYT STREET YD.	4.0		Via BN Ry.		
							DEPOT YD.			Via Portland Terminal		
						160.1	BROOKLYN YD.	0.0		Via SP Ry.		

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

ABS is in use between Tacoma Jct. and Hillsdale.

This Time Table confers no authority between Chehalis Junction and Brooklyn Yard. Between Chehalis Junction and Hoyt Street Yard, Burlington Northern Time Table governs. From Hoyt Street Yard through Depot Yard, Portland Terminal Rules apply. From Depot Yard to 1500 ft. west of west end of Willamette River Bridge, Union Pacific Time Table governs. From 1500 ft. west of west end of Willamette River Bridge to Brooklyn Yard, Southern Pacific Rules and Time Table governs.

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

At Frederickson the normal position of junction switch is for the Seventh Subdivn.

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 Seventh Subdivn.

COAST DIVN—EIGHTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Bellingham	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
	Yard	BM	BELLINGHAM (4 B. N. Crossings) -1.8	0.0	BFKMO PRTYZ 8:00AM to 5:00PM
			SOUTH BELLINGHAM -9.6	1.8	VIA
			SAMISH -3.8	11.4	
			BOW -7.3	15.2	BN
			BURLINGTON -2.5	22.5	
			MVB STATION -1.4	25.0	RY
			MT. VERNON -12.4	26.4	
			STANWOOD -9.6	38.8	
			ENGLISH -3.6	48.4	
			KRUSE JCT. -3.4	52.0	
			MARYSVILLE -0.6	55.4	
		WY	DELTA JCT. -0.4	58.0	
			ROGER -0.8	58.4	
			MILWAUKEE JCT. -0.6	59.2	
			G. N. JCT. -1.2	59.8	
			SEALINE JCT. -0.1	61.0	
			EVERETT -1.3	61.1	
	Yard		BELT YARD -0.2	62.2	JYZ
			LOWELL JCT. -5.5	62.5	JYZ
			SNOHOMISH -1.1	68.0	
			BROMART -7.4	69.1	
			MALTBY -6.0	76.5	
		CJ	WOODINVILLE -7.5	82.5	
		KR	KIRKLAND -4.3	90.0	
			BELLEVUE -0.9	94.3	
			WILBURTON -5.6	95.2	
			QUENDALL -1.9	100.8	
			SCOPA -2.2	102.7	
		RT	RENTON -2.4	104.9	
	Yard	BI	BLACK RIVER (B. N. Crossing)	107.3	IJOPQ RTY

THIS TIME TABLE CONFERS NO AUTHORITY BETWEEN BELLINGHAM AND BLACK RIVER. BURLINGTON NORTHERN TIME TABLE GOVERNS.

COAST DIVN—SIXTEENTH SUBDIVN

Capacity in Cars		STATIONS	Distance from Maytown	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
Sidings	Other Tracks				
53		MAYTOWN -0.4	0.0	JPRY	No Office
27		ROCHESTER (B. N. Crossing) -1.9	9.4	M	No Office
		HELISING JCT. -11.7	11.3	JR	No Office
		ABERDEEN -3.6	53.0	P	Via U. P. Ry.
		HOQUIAM	56.6	P	Via B. N. 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, Burlington Northern time-table governs.

At Maytown the normal position of junction switch is for the Seventh Subdivn.

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

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

COAST DIVN—SEVENTEENTH SUBDIVN

Capacity in Cars		STATIONS	Distance from Chehalis Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
Sidings	Other Tracks				
		CHEHALIS JCT. -4.7	0.0	IJOPY	
		ADNA -1.9	4.7		
		MILLBURN -3.4	6.6		
		CERES -2.2	10.0		
		MESKILL PIT -3.6	12.2		
		DRYAD -1.0	15.8		
		DRYAD JCT. -5.5	16.8		
		PE ELL -6.4	22.3		
		PLUVIUS -6.6	28.7		
		FRANCES -2.7	35.3		
		LEBAM -4.3	38.0		
		HOLCOMB -4.2	42.3		
		MENLO -4.0	46.5		
		WILLAPA -2.5	50.5		
		RAYMOND	53.0	BFKO RTY	8:00AM to 5:00PM Except Sunday

Via B. N. Ry.

THIS TIME TABLE CONFERS NO AUTHORITY BETWEEN CHEHALIS JCT. AND RAYMOND. BURLINGTON NORTHERN TIME TABLE GOVERNS.

COAST DIVN—NINTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Bellingham	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	Yard	BM		BELLINGHAM (4 B. N. Crossings) 4.0	0.0	BFKMO PRTYZ	8:00AM to 5:00PM	
	16			CORNWALL 7.4	4.0		No Office	
	26			WAHL 5.6	11.4		No Office	
	15			STRANDELL 8.0	17.0		No Office	
	30			EVERSON 1.5	17.8	Y	No Office	
	19			HAMPTON 2.9	19.3	JTY	No Office	
	13			CLEARBROOK 2.9	22.2		No Office	
	Yard	SU		SUMAS 1.0 (B. N. Crossing) 5.8	25.1	OPTY	10:00AM to 7:00PM Except Sat. & Sun.	
					26.1	U	No Office	
	13			HILLTOP 0.8	31.9		No Office	
	11			COLUMBIA 0.7	32.7		No Office	
				LIMESTONE JCT.	33.4	T	No Office	

Trains must not exceed a maximum speed of 25 miles per hour.
Rule 83(B) does not apply at Limestone Jct. and Hampton.

COAST DIVN—TENTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Cedar Falls	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	Yard	MY		CEDAR FALLS 5.9	0.0	BFJK OPQR TWYZ	Continuous Except Sunday	
				TANNER (B. N. Crossing) 2.1	5.9	U	No Office	
	71			NORTH BEND 3.2	8.0	Y	No Office	
	87	Q		SNOQUALMIE FALLS 1.1	11.2	Y	8:00AM to 5:00PM Except Sat. & Sun.	
	17			TOKUL 4.6	12.3		No Office	
				FALL CITY 5.4	16.9		No Office	
	89			CARNATION 5.7	22.3		No Office	
	41			DUVALL 5.6	31.0		No Office	
	8			HIGH ROCK 3.6	36.6		No Office	
				MONROE JCT. 0.3	40.2	JPY	No Office	
		RO		MONROE 0.9	40.5			
				SNOHOMISH 5.8	47.4			
				LOWELL JCT. 0.5	53.2	JPY	Via B. N. Ry.	
	285			BELT YARD	53.7	JYZ		
				LOWELL JCT. 1.4	53.2	JPY		
	Yard	RT		EVERETT	54.6	BFK ORY	1:00PM to 9:00PM 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.

This time-table confers no authority between Monroe Jct. and Everett Burlington Northern time-table governs.

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

COAST DIVN—ELEVENTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Hampton	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	21			HAMPTON 5.4	0.0	JT	No Office	
	Yard	LY		LYNDEN	5.4	O	8:00AM to 5:00PM Except Sat. & Sun.	

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

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

COAST DIVN—TWELFTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Frederickson	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	56			FREDERICKSON 0.6	0.0	JRTY	No Office	
	59			THRIFT 3.2	6.6		No Office	
	26			TANWAX 10.6	9.8		No Office	
76				EATONVILLE JUNCTION 1.0	20.4	JTY	No Office	
	15			EATONVILLE 7.9	21.4	Y	No Office	
76	16			NEW RELIANCE 5.0	28.3	Y	No Office	
	31			ELBE 2.4	33.3	P	No Office	
				PARK JCT. 4.1	35.7	JTY	No Office	
	Yard			MINERAL 4.2	39.8	Y	No Office	
	77			DIVIDE 7.2	44.0	Y	No Office	
	15			COAL CANYON 2.1	51.2		No Office	
	Yard	MN		MORTON	53.3	BKO RTYQ	8:00AM to 5:00PM 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.

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

At Eatonville Jct. and Park Jct. the normal position of junction switch is for the Twelfth Subdivn.

At Frederickson the normal position of junction switch is for the Seventh Subdivn.

COAST DIVN—FOURTEENTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Port Townsend	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
				PORT TOWNSEND 12.3	0.0	BOWY	8:00AM to 5:00PM Except Sat. & Sun.	
	21			DISCOVERY JCT. 1.2	12.3	J	No Office	
	4			MAYNARD 11.2	13.5		No Office	
	18			BLYN 6.8	24.7		No Office	
	34			SEQUIM 3.6	31.5		No Office	
	8			CARLSBERG 3.8	35.1		No Office	
	5			AGNEW 3.5	38.9		No Office	
	7			CRANE 5.6	42.4		No Office	
	21			ENNIS CREEK 2.8	48.0	Y	No Office	
	Yard			PORT ANGELES	50.8	BFKO RTYZ	8:00AM to 5:00PM 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.

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

COAST DIVN—FIFTEENTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Bagley Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
				BAGLEY JCT. 2.3	0.0	JPY	No Office	
	31			SELLECK 3.0	2.3		No Office	
				KANASKAT JCT. 2.1	5.3	J	No Office	
	11			PALMER 1.2	7.4		No Office	
				BAYNE JCT. 0.0	8.8	JY	No Office	
	17			BAYNE 1.1	8.8	Y	No Office	
				CUMERLAND 2.8	9.9		No Office	
	53			VEAZEY 3.4	12.7	P	No Office	
	92	CW		ENUMCLAW	16.1	BFO PRTY	8:00AM to 5:00PM 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.

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.

At Bayne Junction the normal position of the junction switch is for the Burlington Northern main track.

COAST DIVN—THIRTEENTH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Park Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	30			PARK JCT. 3.5	0.0	JTY	No Office	
	33			NATIONAL	3.5		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.

COAST DIVN—TWENTIETH SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Warden	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
			WX	WARDEN 8.2	0.0	JOP RTY	7:00AM to 4:00PM Except Sat. & Sun.	
	7			TIFLIS 5.7	8.2	JPTY	No Office	
	113			SIELER 1.9	13.9	P	No Office	
	38			MCDONALD 3.4	15.8	P	No Office	
	20			GOODRICH 2.4	19.2		No Office	
	Yard		MO	MOSES LAKE	21.6	OPQTY	7:30AM to 4:30PM Except Sat. & Sun.	

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

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

COAST DIVN—TWENTY-FIRST SUBDIVN

WESTWARD ↓	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Tiflis	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD ↑
	Sidings	Other Tracks						
	24			TIFLIS 3.0	0.0	JPTY	No Office	
	23			RUFF 5.8	8.0		No Office	
	25			MOODY 5.0	13.8		No Office	
	19			BATUM 3.0	18.8		No Office	
	20			LAUER 6.8	22.7		No Office	
	18			SCHOONOVER 4.4	29.5		No Office	
	17			PACKARD 4.8	33.9		No Office	
	21			MARCELLUS	38.7	T	No Office	

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

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

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Falls Yard	12:01 PM to 2:01 PM	9:00 AM to 11:59 AM	
St. Maries	12:01 AM to 4:00 PM		7:00 AM to 4:00 PM
Cedar Falls		12:01 AM to 8:01 AM 4:01 PM to 12:01 AM	
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, Good Friday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas on day set by Proclamation.

WESTWARD

COAST DIVN—TWENTY-SECOND SUBDIVN

EASTWARD 17

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Dishman	STATIONS	Distance from Metaline Falls	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Second Class	Third Class
95	291	Sidings	Other Tracks							292	96
B. N. Freight	Freight			Freight	B. 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	(B. N. & U. P. Crossings)	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	59.0	NEWPORT	61.1	OPY	7:00AM to 4:00PM Except Sat. & Sun.	7:00	
	1:15				63.5	SULLIVAN	56.0		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	8:00AM to 5:00PM 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

Rule 83(B) does not apply at McGuires and Spokane Bridge.

Burlington Northern trains only will register at Spokane Bridge.

WESTWARD

COAST DIVN—TWENTY-THIRD SUBDIVN

EASTWARD

Second Class		Capacity in Cars		Telegraph Calls	Distance from McGuires	STATIONS	Distance from Coeur D'Alene	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class
95	96	Sidings	Other Tracks							B. N. Freight
B. N. Freight	Daily Except Sunday			Daily Except Sunday						
	9:40AM		36		0.0	McGUIRES	10.4	JPRY	No Office	A 4:01PM
	9:45			44	1.8	POST FALLS	8.6		No Office	3:40
	10:05			45	6.2	HUETTER	4.2	PYR	No Office	3:20
	10:15				7.1	ATLAS	3.3	Y	No Office	3:10
A	10:30AM		13		8.7	GIBBS	1.7	YZ	No Office	3:00PM
				20	CD	10.4	COEUR D'ALENE	0.0	BOPRTY	7:00AM to 4:00PM Except Sat. & Sun.

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

Rule 83(B) does not apply at McGuires and Gibbs.

At Huetter BN trains will register their arrival in phone booth at the west end of Diamond National plant.

COAST DIVN—TWENTY-FOURTH DIVN

Siding	Capacity in Cars		STATIONS	Distance from St. Maries	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Other Tracks	Telegraph Calls				
	Yard	CB	ST. MARIES 0.4	0.0	BFJK OPQR TWYZ	Continuous Except Sat. & Sun.
10			LOTUS 1.7	9.4	P	No Office
27	16		ALDER CREEK 2.4	11.1		No Office
19			ROVER 6.1	13.5		No Office
36			MASHBURN 1.5	19.6	P	No Office
32			WAYLAND 4.0	21.1		No Office
21	35		TYSON CREEK 2.0	25.1		No Office
10	8		FERNWOOD 4.6	27.1	P	No Office
27			EMERALD CREEK 5.2	31.7		No Office
22	159		CLARKIA 7.9	36.9	PY	No Office
23			SHERWIN 5.6	44.8		No Office
			PURDUE 2.0	50.4	JY	No Office
			BOVILL			Via W. I. & M. R. R.
26	43	BO	BOVILL 8.7	52.4	JOP TWY	8:00AM to 5:00PM Except Sat. & Sun.
9			NEVA 4.0	61.1		No Office
15	35		KAMERON 5.2	65.1		No Office
11			JERSEY 1.9	70.3		No Office
9	72		ELK RIVER	72.2	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.

ROCKY MOUNTAIN DIVISION OFFICERS

H. J. MAHONEY
Assistant Superintendent

M. E. BECKERT
Trainmaster

D. C. ROCK

P. M. McLEAN

R. W. COCHRAN
Traveling Engineer-Trainmasters

J. D. GALIHER
Chief Dispatcher

A. G. WILSON
W. E. BEAULIEU
K. L. FINCH

D. G. MICKELSON
D. J. LYONS
D. J. CHISUM

Train Dispatchers

COAST DIVISION OFFICERS

E. J. LYNAM

D. F. GALLIPO

R. B. HEGGE
Assistant Superintendents

G. A. McCOLE

W. F. JOHNSON

W. L. MEILLER
Trainmasters

C. L. SHAW

W. R. FERRIER

Traveling Engineer-Trainmasters

D. W. PETERSEN
Chief Dispatcher

L. H. BAILLY
W. A. SMITH
R. C. GAYNOR
J. M. BURNS

D. H. LAHR
J. R. SCAMMON
H. W. FERRIER
D. L. STEINHOFF

J. R. NICHOLS
Train Dispatchers

YARD LIMITS AT

- Miles City—Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
- Melstone—Extend from 1520 ft. east of east switch to 6814 ft. west of west switch.
- Harlowton—Extend from 7200 ft. east of east switch of yard to 7200 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth Subdivn.
- Judith Gap—Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
- Lewiston and Lewiston Yard—Extend from 9961 ft. east of east wye switch on Tenth Subdivn to a point 2500 ft. east of east switch at Heath on Eleventh Subdivn and to 1400 ft. west of Roy-Winifred Jct. switch on Twelfth Subdivn and to 4950 ft. west of Roy-Winifred Jct. switch on Thirteenth Subdivn.
- Great Falls—Falls Yard—Extend from 4000 ft. east of switch to Air Port spur on Thirteenth Subdivn to 1151 ft. west of Western Grain Exchange spur switch on Fourteenth Subdivn.
- Three Forks—Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Seventh Subdivn.
- Bozeman-Patterson—Extend from 666 ft. east of east switch Patterson to 1000 ft. west of west switch of Bozeman Mill Track.
- Piedmont—Extend from 4232 ft. east of BN crossing to 6673 ft. west of west switch of siding.
- Butte Yard—Extend from 1000 ft. east of east switch Newcomb to 300 ft. west of the west switch at Dawson.
- Deer Lodge—Extend from 6379 ft. east of east switch to 5280 ft. west of west switch of yard.
- Missoula—Extend from Junction switch Bonner Jct. to 6995 ft. west of depot Missoula.
- Bonner—Extend from 150 ft. west of Bridge DD-302 to 5000 ft. west of west switch of Quarry Track.
- Alberton—Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.
- St. Regis—Extend from 2349 ft. east of east switch of siding to 2400 ft. west of BN junction switch.
- Haugan—Extend from 1950 ft. east of east switch of yard to 3000 ft. west of west switch of siding.
- 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 Subdivn, and to 7500 ft. west of west wye switch on Twenty-Fourth Subdivn.
- Plummer—Extend from 4591 ft. east of Junction switch to 2905 ft. west of west switch on First Subdivn and to 2084 ft. west of west wye switch on Second Subdivn.
- 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 Twenty-Second Subdivn and to 4342 ft. west of junction switch on Twenty-Third Subdivn.
- 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 Twentieth Subdivn to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Twenty-First Subdivn.
- Warden—Extend from wye switches to 3000 ft. west of industry track switch on Twentieth Subdivn.
- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Fourth Subdivn and 5000 ft. west of junction switch Beverly Jct. on Eighteenth Subdivn.
- 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 Subdivn and 2900 ft. west of west switch of Log Loading track on Tenth Subdivn.
- Maple Valley—Extend from 3000 ft. east of east switch to Burlington Northern R. R. yard limits.
- Black River—Extend from 1550 ft. west of west switch Andover to Burlington Northern 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 Subdivn and to 1608 ft. west of west switch Hillsdale on Seventh Subdivn.
- 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 BN Ry. connection to end of track.
- Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on Fourteenth Subdivn.
- 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 Burlington Northern 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 Twelfth Subdivn and 2672 ft. west of west switch on Seventh Subdivn.
- 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 Seventh Subdivn, and 3279 ft. west of west switch on Sixteenth Subdivn.
- Blakeslee Jct.-Centralla-Chehalis-Chehalis Jct.—Extend from 512 feet east of BN 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 Sutlico.
- 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 track 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.

MILWAUKEE HOSPITAL ASSOCIATION SURGEONS

Dr. J. F. DePree	Chief Surgeon	Seattle
Dr. R. T. Horsfield	Oculist	Seattle
Dr. J. M. Shlach	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

ASSOCIATION HOSPITALS

Holy Rosary Hospital—Miles City	St. James Community Hospital—Butte
St. Joseph's Hospital—Lewiston	Bozeman Deaconess Hospital—Bozeman
Columbus Hospital—Great Falls	Bozeman
Teton Memorial Hospital—Choteau	Roundup Memorial Hospital—Roundup
Missoula General Hospital—Missoula	Wheatland Memorial Hospital—Harlowton
Powell County Memorial Hospital—Deer Lodge	
Mineral County Community Hospital—Superior	

Stretchers are located as follows: Avery, St. Joe, Elk River, Bovill, St. Maries, Plummer, Spirit Lake, Malden, Spokane, Othello, Beverly, Cle Elum, Hyak, Cedar Falls, Tacoma, Morton, Black River.

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
Port Townsend	St. Johns 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

LOCATION	NAME	TITLE	OFFICE TELEPHONE	RESIDENCE PHONE
Spokane	*Dr. L. F. Jacobs	Local Surgeon	WA 4-1400	WA 4-2837
	*Dr. C. L. Kyle	Acting Dist. Surgeon	MA 4-7744	FA 8-7561
	*Dr. W. J. Sinclair	Local Surgeon	MA 4-0244	MA 4-9060
	*Dr. O. I. Lowry	Local Surgeon	JA 3-2061	JA 3-2066
	**Dr. R. B. Morrow	Local Surgeon	GI 7-3139	GI 7-4206
	**Dr. W. T. Wood	Local Surgeon	MO 4-2213	MO 4-5632
	*Dr. B. A. Rapp	Local Surgeon	CH 5-3511	CH 5-5441
	*Dr. E. M. Sullivan	Assistant Surgeon	CH 5-3511	CH 5-3091
	*Dr. D. G. Hendrikson	Local Surgeon	CH 5-3511	245-3920
	Dr. K. P. Conklin	Local Surgeon	RO 5-3433	RO 5-5273
*Dr. K. Q. Pershall	Local Surgeon	HU 8-3812	HU 8-3811	
*Dr. R. P. Bunch	Assistant Surgeon	HU 8-3812	HU 9-2540	
*Dr. J. W. Devney	Local Surgeon	962-1461	925-9368	
Dr. R. M. Hill	Assistant Surgeon	962-1461	962-3327	
Dr. R. H. Welding	Assistant Surgeon	962-1461	962-0651	
Dr. R. Vernie	Local Surgeon	962-1461	925-1225	
Dr. R. C. Messner	Local Surgeon	962-1461	925-2805	
†Dr. W. W. Hicks	Oculist	962-1461	925-2552	
Dr. J. O. Borgeon	Local Surgeon	TU 8-1771	TU 8-1381	
Dr. R. H. Eddings	Local Surgeon	TU 8-2299	222-5712	
Dr. F. R. Sutherland	Local Surgeon	TU 8-3352	TU 8-3535	
Dr. R. T. Anderson	Local Surgeon	TU 8-2299	TU 8-2299	
Dr. P. O. Herrmann	Local Surgeon	ED 3-6362	ED 3-6372	
*Dr. C. H. Trask	Local Surgeon	259-0966	252-4646	
†Dr. H. D. Waltz	Oculist	AL 2-2733	272-2862	
*Dr. A. K. Anderson	Local Surgeon	TA 5-3501	TA 5-3901	
*Dr. J. G. Adams	Local Surgeon	TA 5-3501	TA 5-4410	
*Dr. L. Asmundson	Local Surgeon	TA 5-3501	TA 5-2149	
Dr. F. W. Reeb	Local Surgeon	226-0962	226-0962	
*Dr. J. F. DePree	Chief Surgeon	MA 3-3037	SU 4-3921	
Dr. H. M. Hackedorn	Asst. Chief Surgeon	MA 2-3003	GL 4-3151	
*Dr. C. W. Moen	Local Surgeon	MA 3-3553	LA 4-3908	
†Dr. R. T. Horsfield	Oculist	EA 9-0200	454-3787	
†Dr. J. M. Shlach	Oculist	MA 2-8588	AD 2-0663	
Dr. J. O. Taylor	Local Surgeon	UL 2-3700	UL 2-0568	
Dr. F. I. Shepard	Local Surgeon	TE 5-3260		
*Dr. E. F. McCabe	Local Surgeon	TH 5-6682	TH 5-8176	
Dr. J. M. Kanda	Local Surgeon	UN 3-4162	UN 3-4436	
*Dr. D. G. Willard	District Surgeon	BR 2-4197	MA 7-0630	
*Dr. S. E. Adams	Assistant Surgeon	FU 3-1559	SK 2-1492	
*Dr. G. G. McBride	Assistant Surgeon	BR 2-5385	SK 9-7564	
†Dr. A. W. Howe	Oculist	BR 2-2356	SK 9-2258	
†Dr. P. B. Smith, Jr.	Oculist	FU 3-3709	SK 2-6201	
†Dr. B. M. Dodge	Oculist	TE 2-3111	JU 8-3775	
Dr. D. M. Nevitt	Local Surgeon	TE 2-3111	TE 2-3116	
Dr. Brandt Bede	Local Surgeon	496-5145	496-5713	
*Dr. A. R. Twiss	Local Surgeon	748-3317	748-3762	
Dr. J. C. Proffitt	Local Surgeon	TR 5-5722	TR 5-5814	
*Dr. H. G. Plut	Local Surgeon	385-1300	385-0908	
*Dr. W. C. Moren	Local Surgeon	733-5990	733-0908	
*Dr. M. C. Altman	Local Surgeon	RE 4-4380	RE 4-0694	
Dr. R. F. Kalsar	Local Surgeon	733-6300	734-5865	
*Dr. K. H. Spady	Local Surgeon	WO 6-3441	RE 4-0694	
Dr. James Jardee	Local Surgeon	OR 7-3445	OR 7-3250	
Dr. H. M. Nichols	Local Surgeon	228-0828	228-3050	
*Dr. W. J. Jurcich	Local Surgeon	822-4511	822-4664	
*Dr. J. A. Eyer	Local Surgeon	543-8273	549-2677	
†Dr. H. R. Crisman	Oculist	728-1810		
*Dr. L. M. Benjamin	Local Surgeon	846-1722	846-1721	
*Dr. F. L. Bertoglio	Assistant Surgeon	846-1722	846-2816	
*Dr. Stanley Smith	Local Surgeon	846-1722	846-2776	
†Dr. F. H. Burton	Oculist	792-1276	792-4058	
*Dr. G. M. Gilboy	Local Surgeon	723-6213	792-0629	
*Dr. E. E. Bertagnonli	Local Surgeon	285-3251	285-3255	
*Dr. F. L. King	Local Surgeon	284-3288	232-6557	
*Dr. D. L. Schumacher	Local Surgeon	587-5561	587-7785	
*Dr. E. G. Allen	Local Surgeon	587-5561	587-8861	
†Dr. R. B. Farnsworth	Oculist	586-5155	586-9517	
*Dr. A. V. Jellen	Local Surgeon	547-3334	547-3371	
*Dr. R. G. Johnson	Local Surgeon	632-4343	632-4325	
Dr. J. H. Schaeffer	Physician	252-0450	656-5563	
*Dr. A. I. Cassmally	Local Surgeon	323-1828		
*Dr. M. D. Winter, Jr.	District Surgeon	232-0790	232-4847	
Dr. J. J. Sampsel	Physician	232-0790	232-1553	
*Dr. E. L. Stickney	Local Surgeon	232-0790	232-1100	
*Dr. L. A. Campodonico	Assistant Surgeon	232-0790	232-3718	
Dr. E. M. Howard	Physician	232-0790	232-3718	
†Dr. H. D. Harlowe	Oculist	232-0790	232-2450	
Dr. J. R. Brewer	Physician	232-0790	232-4396	
Dr. J. R. Bealy	Physician	232-0790	232-4413	
Dr. J. W. Ham	Physician	232-0790	232-1098	
*Dr. P. J. Gans	Local Surgeon	538-3404	538-3360	
*Dr. J. P. Fraser	Local Surgeon	538-3404	538-3969	
*Dr. H. K. Le Fever	Local Surgeon	538-3404	538-8584	
*Dr. F. K. Waniata	Local Surgeon	453-1896	453-6991	
†Dr. L. D. McGlynn	Oculist	761-5422	452-3486	
Dr. M. J. Kelly	Physician	466-2630	466-2100	

†Examining Oculists.

**Re-Examining Surgeons.

*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 on 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.
Ball Trainmaster.

G-2 In compliance with Rule 3 and Rule 109 of the Consolidated Code of Operating Rules, Conductors will register this information in the Train Register, Engineers in the Enginemen's Register, Train Dispatchers on the Train Sheet and Yardmasters and Yard Foremen on the back of their timeslip.

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 The following instructions will govern when diesel locomotives are left unattended and idling:

The independent brake must be applied in full application position. Handbrake must be set and wheels blocked.

If reverser handle is removable it must be removed.

The engine run or the generator field switch must be in the "off" position.

The FM locomotives equipped with combination reverser and throttle must have it placed in neutral position and locked.

If the locomotive is equipped with safety control (deadman) it must be cut on.

On units equipped with "maintaining" a minimum reduction must be made and the automatic brake valve left in the applied position, on units not equipped with "maintaining" the automatic brake valve must be left in lap position.

When units are left unattended outside of diesel house area all cab windows and doors must be closed and locked.

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.....	50
860 to 881.....	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-18 Modification of Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen.

Rule 12.....	Standard brake pipe pressure is amended as follows:
Road freight service.....	80 pounds
Freight transfer service.....	80 pounds
Switch service.....	65 pounds
Locotrol service.....	90 pounds

Timetable special instructions will govern in mountain territory.

The feed valve of any engine performing work on the rear of a freight train must be adjusted to 65 pounds.

In an emergency, where life or property is in danger, move the automatic brake valve quickly to emergency position and leave it there until the train stops. Use sand until the train stops. In case brakes apply at an emergency rate of reduction from the train, move automatic brake valve to emergency position and gradually close the throttle and exercise care to prevent locomotive wheels from sliding. Apply independent brake about 100 feet before stop is completed.

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

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 Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.

G-26 Before rail detector cars are operated through interlocking plants, an understanding must be had with the control operator that no switches or derails will be moved until the detector car reports clear.

G-27 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

G-28 Safety Instruction 161-S (1) is cancelled. Employees are prohibited from riding on engine footboards or pilot steps.

G-29 Rule 98 (B) of the Consolidated Code of Operating Rules is modified by the addition of the following:

When blocking the crossing cannot be avoided, engines, cars or train must not be left between the absolute signals of an interlocking unless part of the consist extends beyond one of the absolute signals.

When circumstances prevail that will not permit consist to extend beyond one of the absolute signals, the tracks of the other railroad extending through the interlocking must be protected in both directions as prescribed by Rule 99.

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.

Rocky Mountain Divn	On Tangent Track	On Curves
First Subdivn	35 MPH	30 MPH
Second Subdivn	35 MPH	30 MPH
Third Subdivn	35 MPH	25 MPH
Fourth Subdivn	35 MPH	25 MPH
Fifth Subdivn	35 MPH	25 MPH
Sixth Subdivn	25 MPH	20 MPH
Seventh Subdivn	20 MPH	20 MPH
Eighth Subdivn	15 MPH	15 MPH
Ninth Subdivn	15 MPH	15 MPH
Tenth Subdivn	25 MPH	20 MPH
Eleventh Subdivn	20 MPH	20 MPH
Twelfth Subdivn	20 MPH	20 MPH
Thirteenth Subdivn	25 MPH	20 MPH
Fourteenth Subdivn	20 MPH	20 MPH

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

X2 Trains handling locomotives, 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.

ROCKY MOUNTAIN DIVN	On Tangent Track	On Curves
First Subdivn	35 MPH	30 MPH
Second Subdivn	35 MPH	30 MPH
Third Subdivn	35 MPH	25 MPH
Fourth Subdivn	35 MPH	25 MPH
Fifth Subdivn	35 MPH	25 MPH
Sixth Subdivn	25 MPH	20 MPH
Seventh Subdivn	20 MPH	20 MPH
Eighth Subdivn	15 MPH	15 MPH
Ninth Subdivn	15 MPH	15 MPH
Tenth Subdivn	25 MPH	20 MPH
Eleventh Subdivn	20 MPH	20 MPH
Twelfth Subdivn	15 MPH	15 MPH
Thirteenth Subdivn	25 MPH	20 MPH
Fourteenth Subdivn	15 MPH	15 MPH

COAST DIVN	On Tangent Track	On Curves
First Subdivn	35 MPH	25 MPH
Second Subdivn	35 MPH	25 MPH
Third Subdivn	35 MPH	25 MPH
Fourth Subdivn	35 MPH	25 MPH
Fifth Subdivn	35 MPH	25 MPH
Sixth Subdivn	35 MPH	35 MPH
Seventh Subdivn	25 MPH	20 MPH
Ninth Subdivn	15 MPH	10 MPH
Tenth Subdivn	20 MPH	15 MPH
Eleventh Subdivn	15 MPH	10 MPH
Twelfth Subdivn	20 MPH	15 MPH
Thirteenth Subdivn	15 MPH	10 MPH
Fourteenth Subdivn	15 MPH	10 MPH
Fifteenth Subdivn	20 MPH	15 MPH
Sixteenth Subdivn	25 MPH	15 MPH
Seventeenth Subdivn	20 MPH	15 MPH
Eighteenth Subdivn	20 MPH	15 MPH
Nineteenth Subdivn	20 MPH	15 MPH
Twentieth Subdivn	20 MPH	15 MPH
Twenty-first Subdivn	20 MPH	15 MPH
Twenty-second Subdivn	25 MPH	20 MPH
Twenty-third Subdivn	20 MPH	15 MPH
Twenty-fourth Subdivn	15 MPH	15 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
Rocky Mountain Divn	None
Maple Valley	Turnout from CMS&P to BNR track
Tacoma Jct.	Turnout from CMS&P to UPRR track
Tacoma Jct.	Turnout from CMS&P to UPRR track
Maytown	Junction Switch

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:

Miles City	West lead switch west of new passenger depot
East Portal	East switch
East Portal	West switch
Tacoma Jct.	East end of double track
Frederickson	Junction switch

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

LOCATION OF DETECTORS

X3 (b)

Type	Location	Readout at
Loose wheel	450 feet west of west switch Harlowton	Yard office
Loose wheel	1500 feet west of west switch Deer Lodge	Dispatchers Office
Train must not exceed 25 MPH passing over the above detectors.		
Loose wheel	150 feet east of east switch Othello	Yard office.

Trains must not exceed 20 MPH passing over this detector.

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 functioning 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.

The above instructions will apply at the following points:

Miles City	Lewiston	Falls Yard
Harlowton	Deer Lodge	Everett
Avery	Othello	Bellingham
Spokane	Tacoma	Port Angeles
St. Maries	Hoquiam	Seattle

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:

Rocky Mountain Divn	
First Subdivn	Westbound at MP 1130 and 1133 Eastbound at MP 1211 and 1208 Westbound at MP 1241 and 1244 Eastbound at MP 1328 and 1325
Second Subdivn	Westbound at MP 1341 and 1344 Eastbound at MP 1446 and 1443
Third Subdivn	Westbound at MP 1454 and 1457 Eastbound at MP 1551 and 1548
Fourth Subdivn	Westbound at MP 1564 and 1567 Eastbound at MP 1661 and 1658
Fifth Subdivn	Westbound at MP 1678 and 1681 Eastbound at MP 1771 and 1768
Coast Divn	
First Subdivn	Westbound at MP 1776 and 1779 Westbound at MP 1844 and 1847 Eastbound at MP 1869 and 1866
Second Subdivn	Westbound at MP 1841 and 1844 Eastbound at MP 1853 and 1850
Third Subdivn	Eastbound at MP 1967 and 1970
Fourth Subdivn	Westbound at MP 1991 and 1994
Sixth Subdivn	Eastbound at MP 2186 and 2189

X5 Five minute fuses should be used in A.B.S. territory. Ten minute fuses must be used in other territory.

X6 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".

X7 Operation of trains on mountain grades. In addition to instructions contained in Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, effective January 1, 1958, in which reference is made to Rules and Paragraph numbers, the following will govern:

- When helper engines are used on any train they will be placed in a suitable location in the body of the train to be helped as determined by tonnage rating of the helper engine but not less than 20 cars ahead of the caboose.
- 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.
- 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.
- 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 Cedric, 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.

- Rule 49 does not apply on mountain grades.
- 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.

- 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.
- 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.

- 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 braking 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.
- (n) All trains operating in mountain territory or where the physical conditions of the railroad are comparable to mountain territory, empty tri-level, bi-level, piggy-back flats or any other empty equipment over 80 feet long and any TOFC cars over 80 feet long that are loaded with single trailer or container in Milwaukee Road Railway Freight Equipment Manual Code 55, 56, 57, 58, 66 and 67, such cars will be handled in rear one-third of the train only and will be at least 15 cars behind helper when helpers are used. These instructions will apply at any location where this type of equipment is placed in train.
- (o) When cars are handled in switching movements on the main track the air brake must be cut in and be in working order on all cars unless the engine is on the down grade end of cars so handled.
- (p) When necessary to handle caboose on head end of freight trains descending mountain grades such caboose must be separated from road engine by one or more cars.

LOCOTROL INSTRUCTIONS

- X8 The following will govern when a separation is made on the train between the master (lead) and booster units.
 - 1. Engineer will center the reverser, release independent brake by pushing "IBR" button, and then make a full service brake application by pushing "ABA" button.
 - 2. 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.)
 - 3. 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.

- 4. 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.
- 5. 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.
- 6. 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.
- 7. Setting out or picking up cars behind the booster unit can be accomplished by using standard railroad procedure.

X9 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.

X10 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.

X11 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.

X12 In the State of Idaho signal 15(1) must be sounded for private crossings the same as for public crossings.

ROCKY MOUNTAIN DIVN

X14 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the Seventh, Eighth, Ninth, Eleventh and Twelfth Subdivns.

X15 Rail detector cars must be protected by a track shunt before entering automatic interlocking limits at Sinclair and Huson.

X16 Electric freight engines Class EF-1, EF-2, EF-3 and EF-5 must not exceed a speed of 45 MPH.

X17 The following are the permissible maximum authorized speeds over railroad crossings at grade.

	Freight
Sappington -----	40 MPH
Piedmont -----	50 MPH
Rocker -----	30 MPH
Silver Bow -----	30 MPH
Sinclair -----	45 MPH
Drummond -----	45 MPH
Huson -----	45 MPH

X18 At Moyne and Roland, when trains meet and westward train takes siding, the eastward train should not pass the eastward automatic signal at the west switch until the westward train has arrived.

X19 Trains handling pulpwood logs loaded above top of cars must not exceed 40 MPH.

ROCKY MOUNTAIN FIRST SUBDIVN

- X21 Speed restrictions (in addition to General Speed Restrictions)
Miles City—through city limits -----20 MPH
- X22 High load indicator located 6 poles east of MP 1334 between Harlowton and Shawmut has a restricted clearance of 19 ft. 3 inches.

ROCKY MOUNTAIN SECOND SUBDIVN

- X25 The catenary on storage track at Nathan is insulated for 15 ft. on both sides of chip loading spout. It will be necessary to have more than one pantograph up to bridge this section. The chip loader located near the east end of the industry track will not clear man on top of car.

ROCKY MOUNTAIN THIRD SUBDIVN

- X27 At Piedmont eastward freight trains will cut out helper engine through the crossover.
- X28 Trolley wires are lower than standard height of 24 feet 2 inches above top of rail between West Wye switch, Butte and B. A. & P. overhead railroad crossing, about one and one-half miles west of Dawson. See Form 3170, page 6, "Low Trolley Wires."
- X29 Trains using B. A. & P. cross-over and transfer tracks located near and opposite west leg of wye at Butte will be governed by Rules 93 and 98.

ROCKY MOUNTAIN FOURTH SUBDIVN

- X31 At Deer Lodge, the cross-over switches between yard tracks 4, 5 and 6, except when being used, must be lined for through movement on yard tracks.
- X32 In using the double ended track at Phosphate, motors may use pantographs from each main track switch only up to the point where STOP sign is hung from the trolley, and fifteen feet beyond each of these STOP signs a "hook" has been installed on the trolley, which will rake off pantograph shoes in case the pantograph is allowed to go beyond the sign. The section of catenary between the two STOP signs is dead and grounded at all times. Motors or engines must not at any time pass or foul the ore loading platform or stull loading racks. There is no clearance at the ore platform and stull racks for a man on the side of any class of equipment.
- X33 On account of heavy grade, air must be coupled on all cars and engines when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.
- X34 At Bonner Jct. color light signal equipped with letter "S" as per Rule 240-S is located at west end of siding. When letter "S" is illuminated the main track switch may be opened and if signal then indicates proceed, movement to main track may be made complying with Rule 513.

ROCKY MOUNTAIN FIFTH SUBDIVN

- X36 At Haugan, trains moving to and from the Burlington Northern Railway will enter and leave the C. M. St. P & P. main track at the east switch of the yard, unless otherwise authorized by train order.
- NOTE: Track south of main track is siding.
- X37 To avoid backing rear portion of eastward trains, when cutting out helpers at Haugan, the head end of the train will be stopped at the cross-over to let trainman off. Train will then pull down and stop helper engine west of the cross-over, where trainman will cut helper out and couple up the train. After being cut out the helper engine will wait at the cross-over to take the trainman to the road engine.

- X38 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.
- X39 At Tunnel No. 20 between East Portal and Roland, from October 1 to April 1 the tunnel doors will be closed. When doors are in a closed position a stop indication will be displayed on the block signal at the west end of East Portal siding for westward trains and on the block signal at the east end of Roland siding for eastward trains.

ROCKY MOUNTAIN SIXTH SUBDIVN

- X41 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP and 1200 HP Diesels -----25 MPH

ROCKY MOUNTAIN SEVENTH SUBDIVN**ROCKY MOUNTAIN EIGHTH SUBDIVN**

- X44 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels -----10 MPH

ROCKY MOUNTAIN NINTH SUBDIVN

- X46 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels -----10 MPH

ROCKY MOUNTAIN TENTH SUBDIVN

- X48 Speed Restrictions (in addition to General Speed Restrictions)
1750 HP, 4 Wheel Truck Diesels -----40 MPH
Through Lewiston City Limits -----8 MPH
Through Moore City Limits -----25 MPH
- X49 Before motors use Montana Flour Mills Track at Harlowton close trolley switch located on first pole east of derail on east end of track leading into Mill Track. Open trolley switch again after through with motor operation.

Cars should not be left fouling insulated joints at either end of the Mill Tracks.

ROCKY MOUNTAIN ELEVENTH SUBDIVN**ROCKY MOUNTAIN TWELFTH SUBDIVN**

- X51 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels -----10 MPH
1200 HP Diesels -----10 MPH
1750 HP, 4 Wheel Truck Diesels -----not permitted

ROCKY MOUNTAIN THIRTEENTH SUBDIVN

- X52 Speed Restrictions (in addition to General Speed Restrictions)
Through Tunnels -----10 MPH
Spring Creek Trestle -----10 MPH
Judith River, Indian Creek and Sage Creek Viaducts -----25 MPH
Between Arrow Creek and MP 111 -----20 MPH
Between east end Tunnel No. 4 and 1500 feet east between
MP 178 and MP 179 -----10 MPH
Bridge NM-1126 between MP 180 and MP 181 -----15 MPH
Through Lewiston City Limits -----8 MPH
1200 HP Diesels -----35 MPH
1750 HP, 4 Wheel Truck Diesels -----35 MPH

- X54 Eastward BN trains entering CMSIP&P tracks at Spring Creek Jct. must obtain CMSIP&P Clearance before arriving at Spring Creek Jct. No. 240 will obtain such Clearance at Great Falls.

- X55 All trains be prepared to stop on short tangent between second and third curve east of MP 174 between Highwood and Waltham, and through area 1500 ft. east of tunnel No. 3 to the east portal of tunnel No. 3 between MP 177 and MP 178 between Waltham and Highwood account slide conditions.

ROCKY MOUNTAIN FOURTEENTH SUBDIVN

- X56 Speed Restrictions (In addition to General Speed Restrictions)
1750 HP, 4 Wheel Truck Diesels -----10 MPH

COAST DIVN

- X60 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.
- X61 At Plummer, Maple Valley, Black River and Tacoma Jct., trains may register by register ticket.
- X63 Under Rule 805 (E) the words "or other lading" will not apply to cars loaded with logs.
- X64 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.
- X65 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.

COAST FIRST SUBDIVN**X68 Speed Restrictions (in addition to General Speed Restrictions)**

	Maximum Speed MPH
Over street crossings St. Maries.....	20
Corporate Limits Town of Tekoa, Wash.....	40
Corporate Limits Town of Rosalia, Wash.....	50
Corporate Limits Town of Malden, Wash.....	35
Trains handling logs	25

X69 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.

X70 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.

X71 The RS-12 sign located just east of Plummer governing westward trains, applies only to trains entering Second Subdivn.

COAST SECOND SUBDIVN**X73 Speed Restrictions (in addition to General Speed Restrictions)**

	Maximum Speed MPH
Trains handling logs	25
Spokane, approaching Fancher Road.....	5

X74 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.

X75 At Burlington Northern 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.

COAST THIRD SUBDIVN**X77 Speer restrictions (in addition to General Speed Restrictions)**

	Maximum Speed MPH
Through City Limits at Malden.....	35
Through City Limits at Lind.....	55
Through City Limits at Warden.....	50
Through City Limits at Othello.....	40
Trains handling logs	25

X79 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.

COAST FOURTH SUBDIVN**X81 Speed Restrictions (in addition to General Speed Restrictions)**

	Maximum Speed MPH
Corporate Limits Town of Othello.....	40
Corporate Limits Town of Kittitas.....	50
Corporate Limits City of Ellensburg.....	35
Corporate Limits Town of Cle Elum.....	50
Trains handling logs.....	25

COAST FIFTH SUBDIVN

X83 Trains handling logs must not exceed 25 MPH

COAST SIXTH SUBDIVN**X85 Speed Restrictions (in addition to General Speed Restrictions)**

	Maximum Speed MPH
East Leg of Wye Black River.....	13
Corporate Limits Town of Kent.....	40
Corporate Limits Town of Auburn.....	40
Corporate Limits Town of Pacific.....	50
Corporate Limits Town of Sumner.....	40
Corporate Limits Town of Fife.....	45
Trains handling logs	25
Over BN Crossing Black River	35

X86 At Tacoma, the normal position of the crossing gate over the BN crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMSTP&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 CMSTP&P tracks.

X87 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.

X88 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.

X89 Movement on team track over D Street at Tacoma must be protected by a member of the crew on the crossing.

X90 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.

X91 The signal located 850 feet west of Tacoma Jct. office on Sixth Subdivn governs eastward movements from both tracks 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 Seventh Subdivn governs eastward movements from eastward track 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 CMSTP&P movements to the Seventh Subdivn 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 CMSTP&P movements on Sixth Subdivn 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 CMSTP&P track and will display indications in accordance with 240-A Fig. 1, 240-D Fig. 1 and 240-E Fig. 1.

X92 At Tacoma Jct., when there are train orders affecting yard movements or westward trains moving to Tide Flats Yard or Tacoma on the Sixth Subdivn, Train Dispatcher will instruct the Operator to stop such movements before making delivery of the train orders.

X93 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.

X94 Eastward trains having authority to hold main track when meeting westward trains at Puyallup or West Siding must not pass signal at west switch until westward train has arrived.

X95 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.

X96 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.

X97 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.

COAST SEVENTH SUBDIVN

X99 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
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

X100 At Chehalis the normal position of the crossing gates over the BN crossings is for movements on the CMS&P tracks.

X101 Trains handling logs must not move over bridge FF-276B located 3500 feet west of Tacoma Jct. when trains are passing underneath bridge on Burlington Northern tracks.

COAST EIGHTH SUBDIVN

COAST NINTH AND ELEVENTH SUBDIVNS

X103 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
1000 and 1200 HP Diesels.....	15
On OPC track between east wye switch and end of track Limestone Jct.....	10
Slade Crossing 1.3 miles east of Lynden.....	3

X104 At Bellingham, the normal position of the crossing gates over the crossing at the BN track in the yard, is for movements on the BN track.

X105 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.

COAST TENTH SUBDIVN

X107 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
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
Snoqualmie Falls from Weyerhaeuser office to 500 feet west.....	6
Trains handling logs: Over highway crossing at Tanner.....	10
On Curve just west MP 38, about 2 miles east Monroe Jct.....	25
Corporate Limits Town of North Bend.....	15
Corporate Limits Town of Carnation.....	20
Corporate Limits Town of Duvall.....	20

COAST TWELFTH SUBDIVN

X109 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
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.....	20
Corporate Limits Town of Morton.....	15
From St. Paul Reload track switch to end of track west of Morton 15	

X110 When shoving 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.

X111 At Elbe, eastward trains that stop west of the second highway crossing west of the station sign and westward trains that stop east of the highway crossing east of the station signs, when ready to proceed over the crossing, must not exceed 7 MPH until it is known that the automatic crossing flasher signals are operating.

COAST THIRTEENTH SUBDIVN

COAST FOURTEENTH SUBDIVN

X113 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Port Angeles to Discovery Jct. 1750 HP 4-wheel truck diesels.....	15
Port Townsend while moving onto or off barges.....	2
Over Morse Creek Bridge at MP 45 to ½ mile west of MP 50.....	10

X114 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.

COAST FIFTEENTH SUBDIVN

X116 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Bagley Jct. to Enumclaw 1750 HP 4-wheel truck Diesels.....	15
Corporate Limits Town of Enumclaw.....	25
Between Kanasket Jct. and Bagley Jct., trains handling wrecking derrick, pile driver or locomotive crane.....	10

X117 Between Bayne Jct. and Bagley Jct: via joint track, Burlington Northern wrecking derricks 41 to 48 inclusive and Pile Driver 25 not permitted.

COAST SIXTEENTH SUBDIVN

X119 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Maytown to Helsing Jct. 1000 and 1200 HP Diesels.....	25
1750 HP 4-wheel truck Diesels.....	15

X120 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.

X121 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.

COAST SEVENTEENTH SUBDIVN

X123 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
At Raymond approaching PSH No. 13 highway crossing.....	5

COAST EIGHTEENTH SUBDIVN

X125 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Beverly to Hanford 1000 and 1200 HP Diesels.....	25
1700 HP 4-wheel truck Diesels.....	15

COAST NINETEENTH SUBDIVN

COAST TWENTIETH AND TWENTY-FIRST SUBDIVNS

X127 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
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
Tiflis between switches on Moses Lake leg of wye.....	10
Corporate Limits Town of Moses Lake.....	25
Tiflis to Marcellus 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels.....	5

COAST TWENTY-SECOND SUBDIVN

X129 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH
Between Dishman and McGuires 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	25
Corporate Limits Town of Metaline Falls.....	25
Corporate Limits Town of Ione.....	25
Corporate Limits Town of Cusick.....	30

X130 Westward Burlington Northern trains starting at Spokane that are to enter the Ninth Subdivn at Spokane Bridge must obtain a CMSI&P clearance at the BN telegraph office at Spokane.

X131 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.

X132 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.

COAST TWENTY-THIRD SUBDIVN

X134 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH
Between McGuires and Coeur d'Alene 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels.....	15

X135 Eastward Burlington Northern trains starting at Coeur d'Alene that are to enter the Twenty-third Subdivn at Gibbs must, unless otherwise provided, obtain CMSI&P Clearance at Coeur d'Alene.

X136 Connection switch with Burlington Northern is located 2746 feet west of MP 22 at Huetter. Burlington Northern trains and engines may use joint CMSI&P BN main track between this connection and the connection switch to chip yard of the Ohio Match Co. in accordance with Rule 93.

COAST TWENTY-FOURTH SUBDIVN

X138 Speed Restrictions (In addition to General Speed Restrictions)

	Maximum Speed MPH
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

X139 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.

X140 Tracks Nos. 2 and 3 in WI&M Yard at Bovill are not safe for engines.

LOCATION OF DISPATCHERS CIRCUIT AND MESSAGE CIRCUIT ON CROSSARMS MILES CITY TO AVERY

To be used with portable telephones at location on crossarms and determined by facing pole looking West. Telephone pole line does not parallel main track between M.P. 1490.7 and M.P. 1493 between Vendome and Cedric and between M.P. 1744.5 and 1746.3 between Bryson and East Portal.

TERRITORY	DISPATCHERS CIRCUIT	MESSAGE CIRCUIT
Miles City to Harlowton—	4th and 5th wires from pole right hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Harlowton to Three Forks—	4th and 5th wires from pole left hand side-top crossarm.	2nd and 3rd wires from pole right hand side-top crossarm.
Three Forks to Cedric—	2nd and 3rd wires from pole left hand side-top crossarm.	3rd and 4th wire from pole right hand side-top crossarm.
Cedric to Butte Yard—	3rd and 4th wires from pole left hand side-top crossarm.	3rd and 4th wires from pole right hand side-top crossarm.
Butte Yard to Avery—	2nd and 3rd wires from pole right hand side-top crossarm.	3rd and 4th wires from pole left hand side-top crossarm.

TROLLEY CUT-OUT SWITCHES

All employees 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 Harlowton and Avery are shown on Pages 31-39 inclusive in Form 3170 and those located between Othello-Seattle-Tacoma are shown on Pages 40-45 inclusive.

Trolley cut-out switches located on the following industrial tracks should be kept locked in the open position except when necessary to let motors in and out of these tracks:

- No. 102—Three Forks, wye and Gravel Spur (switch located on West leg of wye).
- No. 103—Butte Yard, Hansen Packing Co. Spur.
- No. 104—Butte, Westinghouse Spur.
- No. 108—Butte Safeway Spur.
- No. 109—Butte, Manganese Spur.
- No. 107—Finlen, Pioneer Spur.
- No. 206—Missoula, Intermountain Lumber Co., Spur, Plant No. 2 and BN transfer.