

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

**MONTANA
and
WASHINGTON
DIVISION**

**JOINT
TIME TABLE
No. 1**

Taking effect at

1:01 AM Mountain Standard Time

12:01 AM Pacific Standard Time

Thursday, January 1, 1976

For the government and information
of employees only

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

S. O. JONES
Superintendent
Montana
Division

J. W. STUCKEY
Superintendent
Washington
Division

R. E. BECK
General Superintendent of Transportation

Q. W. TORPIN
General Manager

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Harlowton	STATIONS	Distance from Miles City	SEE RULE 6-A	Train Order Office hours Also see page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							200
201								Freight	
Freight								Daily	
Daily								Daily	
3:30 PM		Yard	MC	216.7	MILES CITY 8.8	0.0	BFKOP QRTWYZ	Continuous	A 11:45 AM
3:40	99	87		208.4	PARAGON 7.8	8.3	P	No Office	11:26
3:50	85	15		200.6	SHEFFIELD 9.8	16.1	P	No Office	11:16
4:02		48		190.8	THURLOW 7.8	25.9	P	No Office	11:04
4:12	140	21		183.0	CARTERVILLE 11.8	33.7	P	No Office	10:54
4:26		10	FS	171.7	FORSYTH 8.1	45.0	OPQ	8:00AM to 5:00PM Except Sat. & Sun.	10:40
4:30	100	10		168.6	COLD SPRINGS 14.6	48.1	P	No Office	10:36
4:48		94		154.0	VANANDA 9.9	62.7	P	No Office	10:18
5:00	143	1		144.1	AHLES 12.5	72.6	P	No Office	10:04
5:15	99	37	MR	131.6	INGOMAR 10.2	85.1	PQ	No Office	9:49
5:28	100	11		121.4	SUMATRA 16.8	95.3	P	No Office	9:36
5:50	147	224	MS	104.6	MELSTONE 11.9	112.1	OPQW	8:00AM to 4:00PM 6:00PM to 2:00AM	9:14
6:05	76	18		92.7	MUSSELSHELL 6.4	124.0	P	No Office	8:59
6:14		48		86.3	DELPHIA 8.9	130.4	P	No Office	8:50
6:25	102	28		77.4	GAGE 7.8	139.3	P	No Office	8:39
6:35	107	Yard	RU	70.1	ROUNDUP 9.7	146.6	OPQW	8:00AM to 5:00PM Except Sat. & Sun.	8:29
6:47	87	18		60.4	ELSO 15.8	156.3	P	No Office	8:21
7:07	138	26		45.1	LAVINA 15.8	171.6	P	No Office	8:01
7:27	107	34	R	29.5	RYEGATE 18.5	187.2	P	8:00AM to 5:00PM Except Sat. & Sun.	7:41
7:43	137	21		16.0	SHAWMUT 16.0	200.7	P	No Office	7:25
A 8:05PM		Yard	HY	0.0	HARLOWTON	216.7	BFJKOP QRTWYZ	Continuous	7:00AM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

ABS is in use between Miles City and Harlowton.

WESTWARD

MONTANA DIVN - SECOND SUBDIVN

EASTWARD

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	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Three Forks	STATIONS	Distance from Harlowton	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS		
		Sidings	Other Tracks							200		
	Freight									Freight		
	Daily									Daily		
	8:35PM		Yard	HY	113.9	HARLOWTON 6.2	0.0	BFJKOP QRTWYZ	Continuous	^A 4:00AM		
	8:44	60			107.7	VALENCIA 5.8	6.2	P	No Office	3:47		
	9:03	100	30	WO	101.9	TWO DOT 12.2	12.0	P	No Office	3:28		
	9:18	102	32	MX	89.7	MARTINSDALE 11.4	24.2	OP	7:45AM to 4:45PM Except Sat. & Sun.	3:13		
	9:42	102	19		78.3	LENNEP 5.8	35.6	P	No Office	2:49		
	9:51	59			72.7	BRUNO 4.8	41.2	P	No Office	2:40		
	10:01		60		67.9	LOWETH 3.7	46.0	PQ	No Office	2:30		
	10:10	105			64.2	HAMEN 7.3	49.7	P	No Office	2:21		
	10:25	117	47	D	56.9	RINGLING 3.6	57.0	OP	7:45AM to 4:45PM Except Sat. & Sun. 10:00PM to 6:00AM Except Mon. & Tue.	2:06		
	10:33	56			53.3	MOYNE 7.0	60.6	P	No Office	1:58		
	10:51	58	17		46.3	SIXTEEN 8.0	67.6	P	No Office	1:39		
	11:10	105	12		38.3	FRANCIS 3.9	75.6	P	No Office	1:20		
	11:20	32			34.4	NATHAN 2.1	79.5	P	No Office	1:10		
	11:25	94	14		32.3	MAUDLOW 5.7	81.6	P	No Office	1:05		
	11:37	61			26.6	DEER PARK 5.8	87.3	P	No Office	12:53		
	11:50	106	8		20.8	CARDINAL 1.5	93.1	P	No Office	12:40		
	11:54		8		19.3	LOMBARD 10.8	94.6	P	No Office	12:36		
	²⁰⁰ 12:15AM	106	7		8.5	EUSTIS 8.5	105.4	P	No Office	²⁰¹ 12:15		
	^A 12:30AM		Yard	FO	0.0	THREE FORKS	113.9	BJKOP QRTWY	Continuous	12:01AM		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

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.

	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Deer Lodge	STATIONS	Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also see page 21 For Other Assigned Hours	THIRD CLASS					
		201	Freight							Daily			Sidings	Other Tracks	200
															Freight
	12:45AM		Yard	FO	112.1	THREE FORKS 6.5	0.0	BJKOP QRTWY	Continuous	A 11:45PM					
	12:52	60			105.6	WILLOW CREEK 6.4	6.5	P	No Office	11:39					
	12:59	110	17		99.2	SAPPINGTON (B.N. Crossing) 11.7	12.9	AP	No Office	11:32					
	1:11	107	36		87.5	JEFFERSON ISLAND 9.9	24.6	P	No Office	11:20					
	1:23	106	72		77.6	(B.N. Crossing) PIEDMONT 9.2	34.5	APQ	No Office	11:05					
	1:41	110	20		68.4	CEDRIC 4.9	43.7	P	No Office	10:50					
	1:53	70	15		63.5	GRACE 6.6	48.6	P	No Office	10:38					
	2:08	97	26		56.9	DONALD 6.7	55.2	P	No Office	10:30					
	2:24	76	5		50.2	JANNEY 3.6	61.9	P	No Office	10:14					
	2:32	110			46.6	NEWCOMB 4.6	65.5	PY	No Office	10:06					
	2:37	69	Yard	GS	42.0	BUTTE YARD 1.1	70.1	BKOPQY	Continuous	10:01					
	2:39		5		40.9	BUTTE 2.5	71.2	TY	No Office	9:59					
	2:44	159	15		38.4	ALLOY 1.6	73.7	PY	No Office	9:54					
	2:47				36.8	ROCKER (B.A.&P. Crossing) 2.7	75.3	Y	No Office	9:51					
					34.1	(U.P. Crossing) 0.8	78.0	AY	No Office						
	2:50				33.5	SILVER BOW 1.6	78.6	PY	No Office	9:48					
	2:53	103	52		31.9	DAWSON 5.8	80.2	PY	No Office	9:45					
	3:05	81			26.1	FINLEN 9.1	86.0	P	No Office	9:33					
	3:16	60			17.0	MOREL 9.2	95.1	P	No Office	9:22					
	3:27	87	13		7.8	(B.N. Crossing) SINCLAIR 7.8	104.3	AP	No Office	9:11					
	A 3:37AM		Yard	DG	0.0	DEER LODGE	112.1	BFKOP QRTWYZ	Continuous	9:00PM					

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

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

ABS is in use between Three Forks and Deer Lodge.

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

WESTWARD

MONTANA DIVN - FOURTH SUBDIVN

EASTWARD 5

	SECOND CLASS	Capacity in Cars			Distance from Alberton	STATIONS	Distance from Deer Lodge	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS							
		201	Freight	Daily									Sidings	Other Tracks	200	Freight	Daily
	4:01AM		Yard	DG	110.8	DEER LODGE	0.0	BKOP QRTWYZ	Continuous	A 6:10PM							
	4:11	76	14		105.7	5.1 KOHRS	5.1	P	No Office	6:00							
	4:23	103	12		99.8	5.9 GARRISON	11.0	P	No Office	5:48							
	4:38	76	15		92.2	7.6 GOLD CREEK	18.6	P	No Office	5:33							
	4:49	76	13		86.5	5.7 HASKELL	24.3	P	No Office	5:22							
	5:02	76	14	DX	80.1	8.4 (B.N. Crossing) DRUMMOND	30.7	APQ	No Office	5:09							
	5:12	109	15		69.6	10.5 BEARMOUTH	41.2	P	No Office	4:59							
	5:24	76	17		59.5	10.1 RAVENNA	51.3	P	No Office	4:47							
	5:31	104			53.6	5.9 IRIS	57.2	P	No Office	4:40							
	5:39	76	12		47.5	8.1 CLINTON	63.3	P	No Office	4:32							
	5:51	128	31		37.6	9.9 BONNER JCT.	73.2	JPTY	No Office	4:20							
	5:59		Yard	Q	31.3	8.3 MISSOULA	79.5	BKOP QRYZ	6:30AM to 11:00PM Except Sat. & Sun.	4:09							
	6:11	76	14		21.8	9.5 PRIMROSE	89.0	P	No Office	3:53							
	6:14		162		19.0	2.8 SCHILLING	91.8	P	No Office	3:45							
	6:21	111	37		13.7	5.3 FRENCHTOWN	97.1	P	No Office	3:36							
	6:24				10.4	3.3 (B.N. Crossing) HUSON	100.4	AP	No Office	3:30							
	6:30	76	13		5.0	5.4 SOUDAN	105.8	P	No Office	3:23							
	A 6:36AM		Yard	ON	0.0	5.0 ALBERTON	110.8	BKOPQ RWY	Continuous	3:15PM							

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

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

ABS is in use between Deer Lodge and Alberton.

Missoula is a Register Station for trains originating and terminating only.

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

WESTWARD

MONTANA DIVN - SIXTH SUBDIVN

EASTWARD

	Capacity in Cars	Sidings	Other Tracks	Telegraph Calls	STATIONS	Distance from Bonner Jct.	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours										
												128	31	10	44	7	36	A
		128	31		BONNER JCT.	0.0	JPTY	No Office	A									
		10	44		1.3 BONNER	1.3	Y	No Office										
		7			10.5 McNAMARA	11.8	Y	No Office										
		36			14.0 SUNSET	25.8	Y	No Office										
	A	14			9.0 CLEARWATER	34.8	Y	No Office										

Trains must not exceed maximum speed of 25 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.

Train movements between Bonner Jct. and Clearwater will be in accordance with Rule 93.

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

	SECOND CLASS	Capacity in Cars		Telegraph Cables	Distance from St. Maries	STATIONS	Distance from Alberton	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS				
		Sidings	Other Tracks										201	200
	Daily									Daily				
	6:45AM		Yard	ON	145.7	ALBERTON	0.0	BKOP QRWY	Continuous	A 3:00PM				
	6:55	76	14		139.2	6.5 CYR	6.5	P	No Office	2:57				
	7:08	112	10		130.7	8.5 TARKIO	15.0	P	No Office	2:34				
	7:27	75	16		123.0	7.7 COBDEN	22.7	P	No Office	2:29				
	7:39	75	18		114.8	8.2 SUPERIOR	30.9	P	No Office	2:17				
	7:58	92	48	G	102.4	12.4 ST. REGIS	43.3	JOP QWY	8:00AM to 4:00PM Except Sat. & Sun.	1:58				
	8:06	69			97.4	5.0 FORAKER	48.3	P	No Office	1:50				
	8:14	64	33		92.8	4.8 DREXEL	52.9	P	No Office	1:42				
	8:22	75	16		88.5	4.9 HENDERSON	57.2	P	No Office	1:34				
	8:34	101	Yard	HU	83.3	5.2 HAUGAN	62.4	JO PQ TWY	8:00AM to 5:00PM Except Sat. & Sun.	1:22				
	8:49	47	12		77.6	5.7 SALTESE	68.1	P	No Office	1:07				
	8:57	109	7		74.0	8.6 BRYSON	71.7	P	No Office	12:59				
	9:09	98	18		69.2	4.8 EAST PORTAL	76.5	OPQW	1:00PM to 10:00PM Except Sat. & Sun.	12:47				
	9:14	47			67.2	2.0 ROLAND	78.5	P	No Office	12:42				
	9:25		28		62.4	4.8 ADAIR	83.3	P	No Office	12:31				
	9:35	100	4		57.8	4.6 FALCON	87.9	P	No Office	12:25PM				
	9:47	23	8		52.6	5.2 KYLE	93.1	P	No Office	11:57				
	9:55	61			49.1	3.5 STETSON	96.6	P	No Office	11:49				
	10:03		Yard	NF	45.4	3.7 AVERY	100.3	BFOP QRTWY	Continuous	11:41				
	10:15		53		40.1	5.3 ETHELTON	105.6	P	No Office	11:29				
	10:35	100	12		31.6	8.5 POCONO	114.1	P	No Office	11:09				
	200 10:52	106	22		23.0	8.6 CALDER	122.7	P	No Office	201 10:52				
	11:05	103	15		12.1	10.9 ST. JOE	133.6	P	No Office	10:34				
	11:15		52		5.5	6.6 OMEGA	140.2	P	No Office	10:24				
	A 11:30AM	133	Yard	CB	0.0	5.5 ST. MARIES	145.7	BFJKOP QRTWYZ	Continuous	10:15AM				

Trains must not exceed maximum speed of 40 miles per hour between Alberton and St. Maries.

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

ABS is in use between Alberton and St. Maries.

Clock at St. Maries marked Mountain Time must be observed.

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

Avery is a Register Station for trains originating or terminating only.

WESTWARD

MONTANA DIVN - SEVENTH SUBDIVN

EASTWARD 7

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Bozeman	STATIONS	Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							
Freight									Freight
Mon., Wed. and Fri.									Mon., Wed. and Fri.
8:00AM		Yard	FO	38.4	THREE FORKS 6.8	0.0	BJKOP QRTWY	Continuous	A 12:25PM
8:20		7		32.1	LOGAN 5.2	6.3		No Office	12:04PM
8:37		23		26.9	MANHATTAN (B.N. Crossing) 8.9	11.5	PU	No Office	11:47
9:04		18		18.0	HOLLAND 5.1	20.4		No Office	11:20
9:20		10		12.9	GREENWOOD 1.5	25.5		No Office	11:04
9:24		15		11.4	BOZEMAN HOT SPRINGS 6.1	27.0	JF	No Office	11:00
9:40		8		5.3	MATTHEWS 1.6	33.1		No Office	10:44
9:44		14		3.7	PATTERSON 3.7	34.7	Y	No Office	10:40
A10:00AM		Yard	BN	0.0	BOZEMAN	38.4	JOPR TYZ	7:00AM to 4:00PM Except Sat. & Sun.	10:30AM

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.

Rule 83(B) does not apply at Bozeman when operator is not on duty. Special Instruction X14 applies.

WESTWARD

MONTANA DIVN - EIGHTH SUBDIVN

EASTWARD

Capacity in Cars	Telegraph Calls	STATIONS	Distance from Bozeman Hot Springs	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours
		BOZEMAN HOT SPRINGS 4.8	0.0	JPY	No Office
A		GALLATIN GATEWAY	4.8	Y	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.

Train movements between Bozeman Hot Springs and Gallatin Gateway will be in accordance with Rule 93.

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

	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 21 For Other Assigned Hours	THIRD CLASS		
		Sidings	Other Tracks									
	Freight									Freight		
	Daily Except Saturday									Daily Except Saturday		
	1:00PM		Yard	HY	0.0	HARLOWTON	61.3	BJKOP QRTWYZ	Continuous	A 11:10PM		
	1:30	17			14.6	OKA	46.7	P	No Office	10:40		
	1:45	28	29		22.0	JUDITH GAP	39.3	PTY	No Office	10:25		
	2:00	42	22		26.7	GARNEILL	34.6	P	No Office	10:10		
	2:10	11			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		76	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 40 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.

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

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.

WESTWARD

MONTANA DIVN - ELEVENTH SUBDIVN

EASTWARD

9

			Capacity in Cars		Telegraph Calls	STATIONS	Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours			
			Sidings	Other Tracks								
				35		GRASS RANGE 6.5	34.6		No Office	A		
				20		BECKET 8.2	28.1		No Office			
				15		FOREST GROVE 5.9	19.9		No Office			
				4		PIPER 4.8	14.0		No Office			
				23		HEATH 1.9	9.2	Y	No Office			
				19		DUNLAP 7.3	7.3	Y	No Office			
		A		Yard		LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office			

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

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.

WESTWARD

MONTANA DIVN - TWELFTH SUBDIVN

EASTWARD

			Capacity in Cars		Telegraph Calls	STATIONS	Distance from Roy-Winifred Jct.	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours			
			Sidings	Other Tracks								
						WINIFRED JCT. 9.6	0.0	JPY	No Office	A		
				17		BROOKS 6.1	9.6		No Office			
				29		HILGER 9.8	15.7		No Office			
				7		MOULTON 10.0	25.5		No Office			
				18		SUFFOLK 7.2	35.5		No Office			
		A		26		WINIFRED	42.7	T	No Office			

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

Rule 83(B) does not apply at 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 21 For Other Assigned Hours	SECOND CLASS		
	801		Sidings	Other Tracks							800		
	Freight										Freight		
	Daily Except Saturday										Daily Except Saturday		
	6:00PM			Yard		0.0	LEWISTOWN YARD 1.8	134.5	BFJKP RTWYZ	No Office		A 4:05PM	
	6:05			Yard	DI	1.3	LEWISTOWN 1.5	133.2	JOPTYZ	7:00AM to 4:00PM Except Sat. & Sun.		4:00	
						2.8	WINIFRED JCT. 6.5	131.7	JPY	No Office			
	6:30	41	62			9.3	HANOVER 1.0	125.2	P	No Office		3:42	
	6:40					10.3	SPRING CREEK JCT. 3.0	124.2	JPR	No Office		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	38	22			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	49	39	DN		34.6	DENTON 6.4	99.9	OP	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	38	21			45.5	ARROW CREEK 11.1	89.0	P	No Office		1:49	
	9:05	41	20			56.6	POWNA 12.1	77.9	PT	No Office		1:30	
	9:50	44	33	SB		68.7	SQUARE BUTTE 7.0	65.8	P	No Office		1:05	
	10:15	59	22	GE		75.7	GERALDINE 11.8	58.8	OP	7:45AM to 4:45PM Except Sat. & Sun.		12:45	
	10:45	41	23			87.5	MONTAGUE 8.0	47.0	P	No Office		12:22	
	11:15	41				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	41	22			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.

Trains will register at Spring Creek Jct. only when directed by train order.

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 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 Agawam	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							
B.N. Freight									B.N. Freight
Mon., Wed. & Fri. only									Mon., Wed. & Fri. only
		Yard	FD	0.0	FALLS YARD 3.4	69.6	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.	
				3.4	DEPOT SWITCH 0.5	66.2	JPY	No Office	
					GREAT FALLS				
				3.9	(B.N. Crossing) 3.8	65.7	UY	No Office	
				7.2	EMERSON JCT. 8.3	62.4	JPR	No Office	
				15.5	VAUGHN 5.7	54.1		Via B.N. RR.	
				21.2	DRACUT JCT. 7.3	48.4	JPR	No Office	
			19	28.5	ASHUELOT 10.0	41.1	P	No Office	
			71	38.5	FAIRFIELD 10.2	31.1	OP	10:15AM to 12:01PM 1:00PM to 3:00PM Except Sat. & Sun.	
9:14AM				48.7	EASTHAM JCT. 6.9	20.9	JPR	No Office	A 12:30PM
A 9:33AM				55.6	CHOTEAU JCT. 0.6	14.0	JPR	No Office	12:10PM
			49	56.2	CHOTEAU 0.9	13.4	OP	7:45AM to 9:45AM 3:30PM to 4:45PM Except Sat. & Sun.	
				57.1	(B.N. Crossing) 5.0	12.5	U	No Office	
			23	62.1	FARMINGTON 7.5	7.5		No Office	
			27	69.6	AGAWAM	0.0	T	No Office	

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

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

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

Trains cannot meet at Cracut Jct. and Choteau Jct.

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

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

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

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

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

SECOND CLASS			Capacity in Cars		Telegraph Calls	Distance from Othello	STATIONS	Distance from St. Maries	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS		
943	201	Sidings	Other Tracks	200									
Freight	Freight			Freight									
Daily Except Sun	Daily			Daily									
	1:00PM		Yard	CB	166.8	ST. MARIES	0.0	BFJKO PQRTWYZ	Continuous	A 8:10AM			
			94		160.9	RAMSDELL	5.9	P	No Office				
	1:30	128	10		155.0	PEDEE	11.8	P	No Office	7:45			
	1:47	121	Yard	WJ	147.8	PLUMMER	19.0	JKOPQTY	Continuous	7:25			
			51		140.2	MOWRY	26.6	P	No Office				
	2:27	91	23		132.1	TEKOA	34.7	P	No Office	6:45			
			21		124.9	SEABURY	41.9	P	No Office				
	2:59	90			119.0	PANDORA	47.8	P	No Office	6:15			
			60		112.5	ROSALIA	54.3	P	No Office				
			26		107.0	SQUAW CANYON	59.8	P	No Office				
	3:40	98	Yard	M	103.4	MALDEN	63.4	OPQTW	12:01AM to 9:00AM 5:00PM to 11:59PM	5:35			
			26		99.8	PINE CITY	67.0	P	No Office				
	4:25	93			86.4	LAVISTA	80.4	P	No Office	4:50			
			32		84.2	EWAN	82.6	PW	No Office				
	4:55	91	28		73.8	REVERE	93.0	P	No Office	4:20			
	5:30	72	31	RA	59.4	MARENGO	107.4	JOPQTWY	7:00AM to 4:00PM Except Sat. & Sun.	3:45			
	5:50	82	29		49.9	RALSTON	116.9	P	No Office	3:25			
			21		44.9	PIZARRO	121.9	P	No Office				
	6:20	130	28	NE	35.4	LIND	131.4	PQ	No Office	2:55			
			55		27.4	SERVIA	139.4	P	No Office				
	6:48	100	22		22.5	ROXBORO	144.3	P	No Office	2:28			
	3:35PM	7:08	143	43	WX	12.8	WARDEN	154.0	JPT	No Office	2:07		
A	4:01PM	A 7:30PM	Yard	SO	0.0	OTHELLO	166.8	BFKOP QRTWY	Continuous	1:45AM			

Trains must not exceed a maximum speed of 35 miles per hour between St. Maries and Marengo and 50 miles per hour between Marengo and Othello.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

ABS is in use between St. Maries and a point 2902 feet west of Sorrento Tunnel and between Marengo and Othello.

Clock at St. Maries marked Pacific Time must be observed.
Rule 83 (B) does not apply at Warden.

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Black River	STATIONS	Distance from Othello	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							
201									200
Freight									Freight
Daily									Daily
8:00PM		Yard	SO	179.4	OTHELLO 9.2	0.0	BFKOP QRTWY	Continuous	A 12:50AM
8:13	75	9		170.2	TAUNTON 5.8	9.2	P	No Office	12:35
	51	11		164.4	CORFU 8.8	15.0	P	No Office	
		9		157.8	ROYAL CITY JCT. 3.1	21.6	JP	No Office	
8:35	92	7		154.7	SMYRNA 18.1	24.7	P	No Office	12:13AM
8:55	94	Yard	BV	141.6	BEVERLY 1.0	37.8	OPTY	11:30PM to 8:30AM Daily	11:53
				140.6	BEVERLY JCT. 5.2	38.8	JPY	No Office	
9:04	94			135.4	DORIS 5.6	44.0	P	No Office	11:42
9:13	51	2		129.8	RYE 7.0	49.6	P	No Office	11:32
9:23	86	16		122.8	BOYLSTON 10.8	56.6	P	No Office	11:22
9:37	94	73	KY	112.2	KITTITAS 6.4	67.2	OPTWY	10:00PM to 7:00AM Daily	11:07
9:45	76	27		105.8	ELLENSBURG 6.9	73.6	P	No Office	10:57
9:54	51	23		98.9	THORP 8.4	80.5	P	No Office	10:47
10:06	90	4		90.5	HORLICK 10.0	88.9	P	No Office	10:35
200 10:20	100	Yard	CM	80.5	CLE ELUM 11.8	98.9	OPQWY	12:01AM to 10:00AM 6:00PM to 11:59PM	201 10:20
10:35	87	26		68.9	EASTON 17.4	110.5	PT	No Office	9:50
10:58	98	64		51.5	HYAK 7.7	127.9	PY	No Office	9:25
	58			43.8	BANDERA 5.3	135.6	P	No Office	
	48	10		38.5	GARCIA 4.5	140.9	P	No Office	
11:21	83	18		34.0	RAGNAR 4.3	145.4	P	No Office	8:52
11:28	112	310	MY	29.7	CEDAR FALLS 4.0	149.7	BFKOP QRTWYZ	Continuous Except Sunday	8:40
				25.7	BAGLEY JCT. 4.7	153.7	JP	No Office	8:30
11:45	95			21.0	TRUDE 8.3	158.4	P	No Office	8:20
A 11:59PM		12	MV	12.7	MAPLE VALLEY 10.8	166.7	JOPRY	Continuous	8:00PM
			RN	2.4	(B.N. Crossing) RENTON 2.4	177.0	AJOP	Via B.N.R.R.	
A 12:55AM		Yard	BI	0.0	BLACK RIVER (U.P. Crossing)	179.4	IJOP QRTY		7:00PM

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 Othello and Maple Valley.

Mountain grade extends from Beverly Jct. to East switch at Kittitas and from Cedar Falls depot to one mile west of Hyak

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

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

This timetable confers no authority between Maple Valley and Black River. Burlington Northern timetable governs.

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WASHINGTON DIVN - THIRD SUBDIVN

EASTWARD

SECOND CLASS			Capacity in Cars		Telegraph Calls	Distance from Seattle	STATIONS	Distance from Tacoma	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	SECOND CLASS		
83	951	81	Sidings	Other Tracks							84	950	82
Freight	Freight	Freight			Freight	Freight	Freight						
Daily	Daily	Daily			Daily	Daily	Daily						
					OW	0.0	SEATTLE	36.5	P				
				Yard		0.0	STACY ST. YARD	36.5	BFPQYZ				
						0.7	SPOKANE ST. TOWER	35.8	IO				
						2.4	ARGO (U.P. Crossing) (B.N. Crossing)	34.1	IOP	Via B. N. R. R.			
			92	361		4.1	VAN ASSELT	32.4	P				
9:00PM	1:15PM	1:55AM		Yard	BI	8.4	BLACK RIVER (B.N. Crossing)	28.1	IJOP QRTY	Continuous	A 1:01AM	A 11:20AM	A 1:55PM
			38	Yard		10.6	ANDOVER	25.9	PY	No Office			
9:12	82 1:40	2:07	55	Yard	K	15.3	KENT	21.2	BO PQRY	Continuous	12:47	11:05	951 1:40
			64	Yard		17.1	WEST SIDING	19.4	PY	No Office			
9:21	1:55	2:21	74	77	BR	20.3	AUBURN	16.2	OPY	7:00AM to 6:00PM Except Sat. & Sun.	12:37	10:30	1:30
9:29	2:10	2:29	54			24.8	BENROY	11.7	P	No Office	12:26	10:05	1:20
9:35	2:30	2:35	75	33	UX	27.3	SUMNER	9.2	OPY	8:00AM to 11:00PM Except Sat. & Sun.	12:19	10:00	1:14
9:40	2:35	2:40		66		29.0	PUYALLUP	7.5	P	No Office	12:14	9:10	1:10
9:55PM A	2:45PM A	2:55AM A		65	JN	34.5	TACOMA JCT. (East End Double Track)	2.0	JOPRY	Continuous	12:01AM	8:55AM	1:00PM
						36.0	(B.N. & U.P. Crossing)	0.5	MPY	No Office			
				Yard	MA	36.5	TACOMA (West End Double Track)	0.0	BFKPQ RTWYZ	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.

ABS is in use between Black River and Tacoma Jct.

This time-table confers no authority between Black River and Spokane St. Tower. Between Black River and Spokane St. Tower Burlington Northern R.R. time-table governs.

Double track is in use between Tacoma Jct. and Tacoma. Maximum speed must not exceed 15 MPH.

At Tacoma Jct, the normal position of junction switch is for the Fourth Subdivn.

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.

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. Eastward trains will obtain Clearance at Tacoma Jct.

Kent is a register station for train originating or terminating only.

			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 21 For Other Assigned Hours		
			Sidings	Other Tracks								
			65		JN	0.0	TACOMA JCT. 5.8	160.1	JOPQRY	Continuous	A	
			201			5.3	HILLSDALE 8.7	154.8	PY	No Office		
		101				9.0	ALLISON 4.2	151.1		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 6.0	115.7		No Office		
			53			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 Except Sunday		
	A				JO	68.8	(B.N. Crossing) CHEHALIS JCT. 42.4	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, 25 miles per hour between Chehalis 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 Fourth 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 Fourth Subdivn.

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 21 For Other Assigned Hours	SECOND CLASS	
387 UP	935	Sidings	Other Tracks							934	388 UP
Freight	Freight									Freight	Freight
Daily	Daily Except Sat.									Daily Except Sat.	Daily
3:00AM	6:30PM	121	Yard	WJ	0.0	PLUMMER 6.4	37.1	JKO PQRTY	Continuous	A 5:35PM	A 11:15AM
			24	WY	6.4	WORLEY 1.4	30.7	P	No Office		
3:20	6:55	76			7.8	MOZART 5.8	29.3	P	No Office	5:10	10:55
			19		13.1	SETTERS 6.7	24.0	P	No Office		
A 3:45AM	A 7:20PM	53	8	MU	19.8	MANITO 15.2	17.3	JPY	No Office	4:45PM	10:30AM
				SP	35.0	DISHMAN 2.1	2.1	OP	Via U.P.R.R.		
	A 8:05PM		Yard		37.1	EAST SPOKANE	0.0	BFKO PQRYZ		4:00PM	

Trains must not exceed a maximum speed of 40 miles per hour between Plummer and M.P. 1842 and 25 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 and does not apply at Plummer when operator not on duty.

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

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

		Capacity in Cars		Telegraph Calls	Distance from Bellingham	STATIONS	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours		
		Sidings	Other Tracks							
			Yard	BM	0.0	BELLINGHAM (4 B.N. Crossings) 1.8	BFKM OPRTYZ	8:00AM to 5:00PM	A	
					1.8	SOUTH BELLINGHAM 59.3		Via B.N.R.R.		
			Yard	RT	61.1	EVERETT 46.2	BFKORY			
	A		Yard	BI	107.3	BLACK RIVER (B.N. Crossing)	IJOP QRTY			

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

WESTWARD

WASHINGTON DIVN - NINTH SUBDIVN

EASTWARD 17

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Bellingham	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
		Yard	BM	BELLINGHAM (4 B.N. Crossings) 4.0	0.0	BFKMO PRTYZ	8:00AM to 5:00PM	A
		16		CORNWALL 7.4	4.0		No Office	
		26		WAHL 5.6	11.4		No Office	
		15		STRANDELL 0.8	17.0		No Office	
		30		EVERSON 1.5	17.8	Y	No Office	
		19		HAMPTON 2.9	19.3	JTY	No Office	
		13		CLEARBROOK 2.0	22.2	.	No Office	
		Yard	SU	SUMAS 1.0	25.1	OPTY	10:00AM to 7:00PM Except Sat. & Sun.	
				(B.N. Crossing) 5.8	26.1	U	No Office	
		13		HILLTOP 0.8	31.9		No Office	
		11		COLUMBIA 0.7	32.7		No Office	
A				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.

WESTWARD

WASHINGTON DIVN - TENTH SUBDIVN

EASTWARD

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Cedar Falls	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
		Yard	MY	CEDAR FALLS 5.9	0.0	BFJKOP QRTWYZ	Continuous Except Sunday	A
				TANNER (B.N. Crossing) 2.1	5.9	U	No Office	
		71		NORTH BEND 8.2	8.0	Y	No Office	
A		87	Q	SNOQUALMIE FALLS	11.2	Y	No Office	

Trains must not exceed a maximum speed of 25 miles per hour between Cedar Falls and Snoqualmie Falls.

Rule 83(B) does not apply at Snoqualmie Falls.

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Hampton	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
		21		HAMPTON 5.4	0.0	JTY	No Office	A
A		Yard	LY	LYNDEN	5.4	OY	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.

Train movements between Hampton and Lynden will be in accordance with Rule 93.

	Capacity in Cars		Telegraph Calls	Distance from Morton	STATIONS	Distance from Frederickson	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours			
	Sidings	Other Tracks									
		56		54.3	FREDERICKSON 6.8	0.0	JRTY	No Office	A		
		59		47.7	THRIFT 3.2	6.6		No Office			
		26		44.5	TANWAX 10.6	9.8		No Office			
		76		33.9	EATONVILLE JUNCTION 8.9	20.4	JT	No Office			
		92		25.0	NEW RELIANCE 5.0	29.3		No Office			
		31		20.0	ELBE 2.4	34.3	P	No Office			
				17.6	PARK JCT. 4.1	36.7	JTY	No Office			
		Yard		13.5	MINERAL 4.2	40.8	Y	No Office			
		77		9.3	DIVIDE 7.2	45.0	Y	No Office			
		15		2.1	CORAL CANYON 2.1	52.2		No Office			
A		Yard	MN	0.0	MORTON	54.3	BKO QRTY	8:00AM to 5:00PM Except Sat. & Sun.			

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

Special Instructions X73 applies.

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 Fourth Subdivn.

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Park Jct.	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
		30		PARK JCT. 3.5	0.0	JTY	No Office	A
A		33		NATIONAL	3.5	Y	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.

Train movements between Park Jct. and National will be in accordance with Rule 93.

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Port Townsend	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
				PORT TOWNSEND 12.3	0.0	Y	No Office	A
		21		DISCOVERY JCT. 1.2	12.3	J	No Office	
		4		MAYNARD 11.2	13.5		No Office	
		18		BLYN 8.8	24.7		No Office	
		34		SEQUIM 8.6	31.5		No Office	
		8		CARLSBORG 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 25 miles per hour.

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

THIRD CLASS	Capacity in Cars		Telegraph Calls	Distance from Enumclaw	STATIONS	Distance from Bagley Jct.	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							
947									946
Freight									Freight
Daily Except Sat. & Sun.									Daily Except Sat. & Sun.
9:40PM				16.3	BAGLEY JCT. 2.3	0.0	JPY	No Office	A 6:30PM
10:10		31		14.0	SELLECK 3.0	2.3		No Office	5:59
				11.0	KANASKAT JCT. 2.1	5.3	J	No Office	
10:45		11		8.9	PALMER 1.2	7.4		No Office	5:25
A 11:05PM				7.7	BAYNE JCT. 7.7	8.6	JY	No Office	5:10PM
A 11:45PM		92	CW	0.0	ENUMCLAW	16.3	BFO PRTY	Via B. N. Ry. No Office	4:30PM

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

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

This time-table confers no authority between Enumclaw and Bayne Jct. Burlington Northern time-table governs. Bulletins and train register located in BN Depot at Enumclaw. Trains originating at Enumclaw will receive clearance from BN operator.

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

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

Special Instructions X73 applies.

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

	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Hoquiam	STATIONS	Distance from Maytown	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	SECOND CLASS		
		Sidings	Other Tracks									
	955									954		
	Freight									Freight		
	Daily Except Sat.									Daily Except Sat.		
	9:35PM		53		56.6	MAYTOWN 9.4	0.0	JPRY	No Office	A 8:50PM		
			27		47.2	ROCHESTER (B.N. Crossing) 1.9	9.4	M	No Office			
	A 10:40PM				45.3	HELISING JCT. 41.7	11.3	JR	No Office	7:45PM		
					3.6	ABERDEEN 3.6	53.0	P	Via U.P. Ry.			
	A 3:05AM				0.0	HOQUIAM	56.6	P	Via B.N. Ry.	5:00PM		

Trains must not exceed a maximum speed of 10 miles per hour.

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

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

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

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

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

Special Instructions X73 applies.

	Capacity in Cars	Telegraph Calls	Distance from Chehalis Jct.	STATIONS	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours			
				CHEHALIS JCT. 53.0	0.0	IJOPI			A
				Via B.N. Ry.					
A			53.0	RAYMOND	BFK ORTY	8:00AM to 5:00PM Except Sunday			

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

	Capacity in Cars		Telegraph Calls	Distance from Beverly Jct.	STATIONS	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
				0.0	BEVERLY JCT. 4.0	JPY	No Office	A
		19		4.0	LEVERING 10.4		No Office	
		10		14.4	PRIEST RAPIDS 6.4		No Office	
				20.8	HANFORD 3.5	Y	No Office	
A				24.3	HANFORD YARD	PTY		

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

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

Special Instructions X73 applies.

	Capacity in Cars		Telegraph Calls	STATIONS	Distance from Royal City Jct.	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	
	Sidings	Other Tracks						
		8		ROYAL CITY JCT. 5.1	0.0	JP	No Office	A
A		17		ROYAL CITY	5.1		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.

Special Instructions X73 applies.

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	
Cedar Falls		12:01 AM to 8:01 AM 4:01 PM to 12:01 AM	
Malden	Continuous		12:01 AM to 9:00 AM 5:00 PM to 11:59 PM
Bellingham			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, Veterans' Day, Thanksgiving Day, and Christmas on day set by Proclamation.

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Moses Lake	STATIONS	Distance from Warden	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							940
941									
Freight									Freight
Daily Except Sun.									Daily Except Sun.
12:01PM	143	43	WX	21.6	WARDEN 8.2	0.0	JOPRTY	No Office	A3:30PM
12:30		7		13.4	TIFLIS 5.7		JPTY	No Office	3:10
12:50		113		7.7	SIELER 1.9	13.9	P	No Office	3:00
12:56		38		5.8	MCDONALD 5.8	15.8	P	No Office	2:54
A1:15PM		Yard	MO	0.0	MOSES LAKE	21.6	OPQTY	8:30AM to 5:30PM Except Sat. & Sun.	2:30PM

Trains must not exceed a maximum speed of 30 miles per hour between Warden and Tiflis; 25 miles per hour between Tiflis and Moses Lake.

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

Special Instructions X73 applies.

Rule 83(B) does not apply at Warden.

SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Marcellus	STATIONS	Distance from Tiflis	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS
	Sidings	Other Tracks							940
941									
Freight									Freight
Wed. & Sat. only									Wed. & Sat. only
12:30PM		24		38.7	TIFLIS 8.0	0.0	JPTY	No Office	A 4:25PM
12:50		23		30.7	RUFF 5.8	8.0		No Office	4:05
1:08		25		24.9	MOODY 5.0	13.8		No Office	3:47
1:23		19		19.9	BATUM 3.9	18.8		No Office	3:32
1:35		20		16.0	LAUER 6.8	22.7		No Office	3:20
1:56		18		9.2	SCHOONOVER 4.4	29.5		No Office	2:59
2:10		17		4.8	PACKARD 4.8	33.9		No Office	2:45
A 2:25PM		21		0.0	MARCELLUS	38.7	T	No Office	2:30PM

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

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

Special Instructions X73 applies.

WESTWARD

WASHINGTON DIVN - TWENTY - SECOND SUBDIVN

EASTWARD

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	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from East Spokane	STATIONS	Distance from Metaline Falls	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	SECOND CLASS	
		Sidings	Other Tracks								
	Freight									Freight	
	Sun., Tues. & Thurs.									Mon., Wed. & Thurs.	
			Yard	SN	0.0	EAST SPOKANE	108.6	BFKO PQRZY			
Via U.P. RR					2.1	B.N. Crossing	106.5				Via U.P. RR
Via B.N. RR					6.3	HILLYARD	102.3				Via B.N. RR
	11:45PM	44	77		47.5	NEWPORT	61.1	JPY	No Office	A 7:00PM	
	12:10AM	13			59.5	DALKENA	49.1		No Office	6:20	
	12:25	28	16		64.7	USK	43.9		No Office	6:05	
	12:30		20		66.6	CUSICK	42.0	P	No Office	5:55	
	12:55	13			76.8	JARED	31.8		No Office	5:25	
	1:10	7			85.5	BLUESLIDE	23.1		No Office	5:05	
	1:18	13			89.4	LOST CREEK	19.2		No Office	4:55	
	1:30	8			95.1	TIGER	13.5		No Office	4:40	
	1:45	39	8		99.1	IONE	9.5	P	No Office	4:30	
	A 2:05AM		158	MF	108.6	METALINE FALLS	0.0	BKOP RTYZ	8:00AM to 5:00PM Except Sat. & Sun.	4:00PM	

Trains must not exceed a maximum speed of 25 miles per hour between Newport and Metaline Falls.

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

This time-table confers no authority between East Spokane and Newport. Between East Spokane and B.N. connection West of B.N. crossing at Spokane Union Pacific time-table governs. Between B.N. connection West of B.N. crossing at Spokane and Newport Burlington Northern time-table governs.

Rule 83(B) does not apply to Westward trains at Newport. Special Instructions X73 applies.

WESTWARD

WASHINGTON DIVN - TWENTY - THIRD SUBDIVN

EASTWARD

	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from East Spokane	STATIONS	Distance from Coeur D'Alene	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours	THIRD CLASS	
		Sidings	Other Tracks								
	Freight									Freight	
	Daily Except Sat. & Sun.									Daily Except Sat. & Sun.	
			Yard	SN	0.0	EAST SPOKANE	27.5	BFKOP QRYZ	Via U.P. RR		
	5:40AM		7	SP	2.1	DISHMAN	25.4	JOPTY	Continuous	A 1:50PM	
	5:45	21			3.4	OPPORTUNITY	24.1	Y	No Office	1:45	
	5:59	33	51		13.8	SPOKANE BRIDGE	13.7	JRY	No Office	1:31	
	6:10	36			17.1	MCGUIRES	10.4	PY	No Office	1:20	
	6:15		44		18.9	POST FALLS	8.6	RY	No Office	1:15	
	A 6:30AM		45		23.3	HUETTER	4.2	YR	No Office	1:00PM	
					24.2	ATLAS	3.3	Y	No Office		
			13		25.8	GIBBS	1.7	YZ	No Office		
			20	CD	27.5	COEUR D'ALENE	0.0	OPY	7:00AM to 4:00PM Except Sat. & Sun.		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

This time-table confers no authority between Dishman and East Spokane U.P. RR time-table governs.

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

See Special Instruction X133.

			Capacity in Cars		Telegraph Calls	Distance from Elk River	STATIONS	Distance from St. Maries	See Rule 6-A	Train Order Office Hours Also See Page 21 For Other Assigned Hours			
			Sidings	Other Tracks									
				Yard	CB	72.2	ST. MARIES 9.4	0.0	BFJKOP QRTWYZ	Continuous	A		
			10			62.8	LOTUS 1.7	9.4		No Office			
			27	16		61.1	ALDER CREEK 2.4	11.1		No Office			
			19			58.7	ROVER 6.1	13.5		No Office			
			36			52.6	MASHBURN 1.5	19.6	P	No Office			
			32			51.1	WAYLAND 4.0	21.1		No Office			
			21	35		47.1	TYSON CREEK 2.0	25.1		No Office			
			19	8		45.1	FERNWOOD 4.8	27.1	P	No Office			
			27			40.5	EMERALD CREEK 5.2	31.7		No Office			
			22	159		35.3	CLARKIA 7.9	36.9	PY	No Office			
			23			27.4	SHERWIN 5.6	44.8		No Office			
		A				21.8	PURDUE	50.4	JY	No Office			
							PURDUE 2.0			Via W.I. & M.R.R.			
			26	43	BO	19.8	BOVILL 12.7	52.4	JOPTWY	8:00AM to 5:00PM Except Sat. & Sun.			
			15			7.1	KAMERON 7.1	65.1	Y	No Office			
			9	72		0.0	ELK RIVER	72.2	PY	No Office			

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

Train movements between Bovill and Elk River will be made in accordance with Rule 93.

MONTANA DIVISION OFFICERS

H. J. MAHONEY
Assistant Superintendent

H. C. NEFF
Trainmaster

D. C. ROCK

J. WRECZA

R. C. MANN
Traveling Engineer - Trainmasters

J. D. GALIHER
Chief Dispatcher

W. E. BEAULIEU
K. L. FINCH
D. G. MICKELSON

M. D. BURNS
Train Dispatchers

D. J. LYONS
D. J. CHISUM
D. W. HILL

WASHINGTON DIVISION

D. F. GALLIPO
R. B. HEGGE
Assistant Superintendents

E. E. LEWIS
G. A. McCOLE
W. F. JOHNSON
W. WESTERFIELD
P. J. ROONEY
Trainmasters

C. L. SHAW
Traveling Engineer - Trainmasters

R. W. COCHRAN

D. W. PETERSEN
Chief Dispatcher

W. A. SMITH
R. C. GAYNOR
J. M. BURNS
W. L. MEILLER
D. G. LAHR

J. R. SCAMMON
H. W. FERRIER
D. L. STEINHOFF
B. W. MICKELSON
D. A. DICKINSON

Train Dispatchers

F. L. JOSLIN, Assistant Trainmaster

YARD LIMITS AT

- Miles City—Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
- 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 Winifred Jct. switch on Twelfth Subdivn and to 4950 ft. west of 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 1856 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 686 ft. east of east switch Patterson to 1000 ft. west of west switch of Bozeman Mill Track.
- Bozeman Hot Springs-Gallatin Gateway—Extends between wye switches on Eighth Subdivn to end of track Gallatin Gateway.
- 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-Bonner Jct.—Extend from 500 ft. east of east switch Bonner Jct. to 6995 ft. west of depot Missoula.
- Bonner Jct.-Clearwater—Extends from junction switch Bonner Jct. to end of track west of Clearwater.
- Alberton—Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.
- St. Regis—Extend from 2849 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 2805 ft. west of west switch on First Subdivn and to 2084 ft. west of west wye switch on Fifth Subdivn.
- Manto—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-Elk River—Extend from 800 ft. east of Purdue to end of track at Elk River.
- 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—Extend from 2004 ft. east of east switch to 4500 ft. west of west switch.
- Newport—Extend from B.N. connection to 3365 ft. west of west switch.
- Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
- Post Falls—Extend from 3500 ft. east of the new crossover switch at Post Falls to 1500 ft. west of Idaho Veneer spur.
- 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 3082 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 Second Subdivn and 5000 ft. west of junction switch Beverly Jct. on Eighteenth Subdivn.
- Kittitas—Extend from 500 ft. west of west switch to 500 ft. east of east switch.
- 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 Second 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 on Third Subdivn to 500 ft. west of M.P. 6 between Hillsdale and Allison on Fourth Subdivn.
- 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 end of track.
- 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.
- Park Junction—Extend from 3000 ft. east of east switch to 3000 ft. west of west switch and from Park Junction to end of main track at National.
- 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.-Centralia-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.
- Everson-Hampton-Lynden—Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton on Ninth Subdivn and to end of track Lynden on Eleventh Subdivn.
- 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.
- Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.

LOCATION	NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
Butte	Dr. G. M. Gilboy	Re-Examining Surgeon	723-6713	792-0629
Butte	Dr. F. H. Burton	Oculist	792-1276	792-4058
Three Forks	Dr. E. E. Bertagnolli	Examining Surgeon	285-3251	285-3285
Manhattan	Dr. E. L. King	Re-Examining Surgeon	284-3288	284-8557
Bozeman	Dr. D. L. Schumacher	Examining Surgeon	587-5581	587-7785
Bozeman	Dr. A. Iddles	Company Doctor	587-3521	587-0216
Bozeman	Dr. G. DeBolly	Company Doctor	587-4245	587-7841
Bozeman	Dr. R. B. Farnsworth	Oculist	586-5155	586-8517
White Sulphur Springs	Dr. J. C. Doubek	Company Doctor	547-9394	547-2161
Harlowton	Dr. R. O. Johnson	Examining Surgeon	832-4343	832-4325
Harlowton	Dr. G. Shiotani	Examining Surgeon	832-4343	
Billings	Dr. J. H. Schaeffer	Company Doctor	252-0450	656-5663
Roundup	Dr. K. A. I. Cassimally	Examining Surgeon	323-1658	
Miles City	Dr. M. D. Winter, Jr.	Examining Surgeon	232-0790	232-4847
Miles City	Dr. J. J. Sampsel	Examining Surgeon	232-0790	232-1553
Miles City	Dr. E. L. Stickney	Examining Surgeon	232-0790	232-1100
Miles City	Dr. L. A. Campodonico	Examining Surgeon	232-0790	232-3718
Miles City	Dr. E. M. Howard	Examining Surgeon	232-0790	232-2450
Miles City	Dr. J. R. Brewer	Examining Surgeon	232-0790	232-4413
Miles City	Dr. J. R. Beaty	Examining Surgeon	232-0790	232-1098
Miles City	Dr. J. W. Ham	Oculist	232-2110	
Miles City	Dr. E. H. Rowen	Oculist	232-2110	
Miles City	Dr. G. E. Rowen	Oculist	232-2110	
Lewistown	Dr. J. P. Fraser	Examining Surgeon	538-3404	538-3969
Lewistown	Dr. H. K. LeFever	Examining Surgeon	538-3404	538-8584
Great Falls	Dr. F. K. Waniata	Examining Surgeon	453-1886	453-8991
Great Falls	Dr. L. D. McGlynn	Oculist	761-5422	452-3488
Choteau	Dr. M. A. Johnson	Company Doctor	466-2630	

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

Q1 In reference to Rule 2 of The Consolidated Code of Operating Rules the following watches conform to the requirements of 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.
Ball—"Trainmaster".
Bulova Accutron—Railroad Approved.
Wylter—Railroad approved, Manual, Automatic, or Electric.

Q2 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 and Phone Directors on the Train Sheet and Yardmasters and Yard Foremen on the back of their timeslip.

Q3 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, employees must be governed by the instructions which are posted in each caboose so equipped.

Q4 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.

Q5 In addition to Consolidated Code Rule 808 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 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.

Q6 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.

Q7 When passenger trains are unusually delayed passengers should be informed as to cause and extend of delay.

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

Q8 A yellow flag by day stenciled ELECTRIC CHARGE LINE, and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

Q9 In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

Q10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

Q11 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.

Q12 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

Q13 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	MPH
Trains handling loads in 100 ton cars in a block of 15 cars or more	40
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore, except sillcon 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
Soale test cars on Branch Lines	20
on Main Line	25
The following diesel engines either dead in train or operating under own power:	
890 AB to 896 AB	50
860 to 881	45

Q14 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.

Q15 Trains and engines must not exceed 10 MPH on any track other than a Main track.

Q16 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

Q17 Rule D-91 of The Consolidated Code of Operating Rules is modified by the addition of the following:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91-A do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals, or to a Work Extra.

G18 The provisions of Rule 46 of The Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol Form 2697 Rev. Effective Sept. 1, 1974 will apply at the following points:

St. Paul Yard	Miles City
Aberdeen	Deer Lodge
	Othello

G19 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 the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines 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.

G20 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G21 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 any such extra length cars are coupled.

G22 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.

G23 In applying the provisions of Rules 12, 14 and 14A of the 1967 Edition of the Consolidated Code of Operating Rules and Rules 12, 14, 14A, M14 and M14A of the 1969 Edition of the 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.

G24 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.

G25 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

G26 Safety Instruction 161-S (1) is hereby cancelled. Employees are prohibited from riding on engine footboards or pilot steps.

G27 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, engine, 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.

G28 Rule "M" of the Consolidated Code of Operating Rules is hereby modified to the following extent:

Train, engine and yard service employees must NOT occupy the roof of a freight car or caboose under ANY circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

The second, third and fourth paragraphs of Rule "M" and all instructions inconsistent with the above modification are hereby cancelled. All other paragraphs of Rule "M" continue to apply.

G29 Ten minute fuses must be used in Non-ABS territory and five minute fuses must be used in other territory.

G30 All tank cars containing flammable compressed gases must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest, and all couplings made with no more force than is necessary to complete the coupling. All waybills covering loaded tank cars must be scrutinized to determine whether or not the cars contain flammable compressed gas. Other cars placarded explosives, poison gas, flammable poison gas and dangerous will be handled in accordance with rules and regulations contained in Poster No. 1, published by the Bureau of Explosives, A.A.R. revised December 1, 1971.

G31 Rule 34 of the Consolidated Code of Operating Rules Edition of is revised as follows:

Rule 34 (Rev.)

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee, located in the cab of engine, maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring the speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action to ensure the safety of the train or engine, including operating the emergency valve.

G32 Loads of unusual dimensions, or weights, or with high center of gravity must not be moved or placed in trains unless authorized by the Chief Dispatcher, whose instructions will include any restrictions under which such car may be moved.

For your information when such instructions refer to Restriction A or portions thereof, Restriction A is reproduced below in its entirety.

- Restriction A:
- (1) The shipment shall move only in daylight.
 - (2) The speed shall not exceed 25 miles per hour.
 - (3) Where there are close obstructions, the speed shall not exceed five miles per hour.
 - (4) The shipment must not pass other cars or equipment on curves.
 - (5) The shipment must not be handled over curves, when cars or other equipment are on adjoining side tracks which are closer than 15 feet from the center line of the main track to the center line of the side track.
 - (6) The shipment shall not be set out on a curved side track which is closer than 15 feet from the center line of the main track to the center line of the side track.

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.

Montana Divn.	On Tangent Track	On Curves
First Subdivn.....	30 MPH	20 MPH
Second Subdivn.....	30 MPH	20 MPH
Third Subdivn.....	30 MPH	20 MPH
Fourth Subdivn.....	30 MPH	20 MPH
Fifth Subdivn.....	30 MPH	20 MPH
Sixth Subdivn.....	25 MPH	20 MPH
Seventh Subdivn.....	20 MPH	20 MPH
Eighth 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

Washington Divn.	On Tangent Track	On Curves
First Subdivn.....	30 MPH	20 MPH
Second Subdivn.....	30 MPH	20 MPH
Third Subdivn.....	30 MPH	20 MPH
Fourth Subdivn.....	25 MPH	20 MPH
Fifth Subdivn.....	30 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 locomotive cranes, Jordon 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.

Montana 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.....	16 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

Washington 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
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
Montana Divn	None
Washington Divn	
Maple Valley	Turnout from CMStP&P to BNRR track
Tacoma Jct.	Turnout from CMStP&P to UPRR track
Maytown	Junction Switch

X4 **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.

X5 **LOCATION OF DETECTORS**

Type	Location	Readout at
Loose wheel	450 feet west of west switch Harlowton	Yard Office
Trains must not exceed 15 MPH passing over this detector.		
Loose wheel	1500 feet west of west switch Deer Lodge	Dispatchers Office
Train must not exceed 25 MPH passing over this detector.		
Loose wheel	150 feet east of east switch Othello	Yard office
Trains must not exceed 20 MPH passing over this detector.		

X6 Rule 922 of the Consolidated Code of Operating Rules is hereby modified to the following extent:

Rule 18 of the Rules and Instructions governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol, Form 2897 Rev. Effective Sept. 1, 1974 will apply at the following points:

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

Rules 3, 6, 10 and 11 of the Rules and Instructions governing operation and maintenance of Air Brakes, Air Signals and Locotrol are modified accordingly.

X7 (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:

Montana 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 Westbound at MP 1776 and 1779

Washington Divn

First Subdivn.....	Westbound at MP 1844 and 1847 Eastbound at MP 1869 and 1866 Eastbound at MP 1967 and 1970
Second Subdivn.....	Westbound at MP 1991 and 1994 Eastbound at MP 2186 and 2189
Fifth Subdivn.....	Westbound at MP 1841 and 1844 Eastbound at MP 1853 and 1850

- X9 The wires on the trolley signal feeder 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 signal feeder, 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.

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".

- X10 In territory identified by timetable as "Mountain Grade," in addition to the rules contained in the Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locomotives, Form 2697 Rev. effective Sept. 1, 1974, 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.
- When an Engineer is required by rule to adjust the brake pipe pressure in Mountain Grade Territory, members of the crew on the rear of the train must know that proper pressure is being maintained as indicated by the caboose air gauge.
- 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 dynamic braking, stop will not be required.

- 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 test per Rules 47 and 176 must be made before proceeding.

- When a backing movement is made during the ascent of the grade, the brake system must be charged to the required air pressure and before proceeding, and upon receipt of proper request or signal, application and release test of brakes on rear car must be made from the engine. Trainmen must determine if brakes on rear car of train apply and release. Before proceeding, it must be known that brake pipe pressure, as indicated at rear of train, is being restored.

A man must be 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 braking 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, fully recharge the train air brake system and control the air brakes 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.

- 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 Tacoma Yard.

- Before commencing descent of grade from New Reliance to Eatonville Jct., the brake system must be charged to the required air pressure, and before proceeding and upon receipt of proper request or signal, application and release test of brakes on rear car must be made from the engine. Trainman must determine if brakes on rear car of train apply and release. Before proceeding it must be known that brake pipe pressure, as indicated at the rear of the train, is being restored. Retainers must be turned up between New Reliance and Eatonville Jct. as per Rule 138. This does not apply to trains handled by diesel electric engines equipped with dynamic braking.

- Before commencing descent of grade 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. When engineer handling train is not familiar with this portion of the railroad retainers must be turned up on all cars in the train.

- 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 and 57, 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. These instructions will not apply to westward trains operating between Othello and Tacoma.

- 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.

- 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.

- X11 In the State of Idaho signal 15(1) must be sounded for private crossings the same as for public crossings.

- X12 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.

MONTANA DIVN

- X14 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the Seventh, 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 Derailed car indicators in service at the following locations:

MP 1771.3 between Stetson and Avery.
MP 1746.2 between Bryson and East Portal.
MP 1739.1 between Saltese and Haugan.
MP 1508.5 between Donald and Janney.
MP 1421.2 between Deer Park and Maudlow.
MP 1408.7 between Sixteen and Francis.

These indicators convey a white aspect when viewed by an approaching train. When the white aspects are flashing, this indicates there are no derailed wheels in your train. When the white aspects are steady and are not flashing, this indicates that you must stop and inspect your train.

When the engines approach these indicators, the engineer must observe the aspect and advise the caboose accordingly. After the caboose passes and observes the aspect, he must advise the engineer what the aspect conveys.

- 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.

MONTANA FIRST SUBDIV

- X20 Bridge BB-8 located between MP 1124 and MP 1125 between Miles City and Paragon will be protected by a fire detection system. When a train or engine is stopped by a stop and proceed aspect at signals 1125-6 or 1122-9, in addition to complying with Rule 240 B of the Consolidated Code of Operating Rules, a member of the crew must communicate with the train dispatcher before crossing Bridge BB-8 and be governed by instructions received. In case of failure of communications, the bridge must be inspected before crossing.

- 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.

MONTANA SECOND SUBDIV

MONTANA THIRD SUBDIV

- X28 Speed restrictions (in addition to General Speed Restrictions)
Butte—through city limits..... 20 MPH

- 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.

MONTANA FOURTH SUBDIV

- 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.

- 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.

MONTANA FIFTH SUBDIV

- 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.

MONTANA SIXTH SUBDIV

MONTANA SEVENTH SUBDIV

MONTANA EIGHTH SUBDIV

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

MONTANA TENTH SUBDIV

- X48 Speed Restrictions (in addition to General Speed Restrictions)
Through Lewiston City Limits..... 8 MPH
Through Moore City Limits..... 25 MPH

- X49 At Harlowton cars should not be left fouling insulated joints at either end of the Mill Tracks.

MONTANA ELEVENTH SUBDIV

MONTANA TWELFTH SUBDIV

- X51 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels 10 MPH
1200 HP Diesels 10 MPH
GP9 or larger 4 Wheel Truck Diesels not permitted

MONTANA THIRTEENTH SUBDIV

- 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

- X54 Eastward BN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&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.

MONTANA FOURTEENTH SUBDIV

- X56 Speed Restrictions (in addition to General Speed Restrictions)
GP9 or larger 4 Wheel Truck Diesels..... 10 MPH

WASHINGTON DIVN

- X60 In addition to those designated in timetable, standard clocks are located in Tacoma Yard Office, Train Dispatcher's Office, Tacoma Roundhouse Office, Spokane Roundhouse and Yard Office.

- X61 At Plummer, Maple Valley, Black River, Chehalis and Tacoma Jct., trains may register by register ticket.

- X62 On locomotives and cabooses equipped with BN and SP RR frequency, the radio must not be used except in connection with movement on the BN and SP RR.

- 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 St. Maries and Tacoma.

- X65 Trains handling spring stake cars in series 59000 to 59599 loaded with logs will not exceed 40 MPH.

WASHINGTON FIRST SUBDIV

- X68 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH
Over street crossings St. Maries..... 20
Corporate Limits Town of Malden, Wash. 35
Thru City Limits of Othello..... 40

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

- X72 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 Pine City 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 8000 feet west of tunnel 44 will display stop indication 240-A. When fences on either end of tunnel 44 are operated eastward signal located 8000 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.

X73 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the 12th, 15th, 16th, 18th, 19th, 20th, 21st and 22nd Subdivisions.

WASHINGTON SECOND SUBDIVN

X75 Speed Restrictions (in addition to General Speed Restrictions)
 Corporate Limits City of Ellensburg..... 35
 Maximum Speed MPH

WASHINGTON THIRD SUBDIVN

X77 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 Sumner..... 40
 Corporate Limits Town of Fife 45
 Over BN Crossing Black River 35

X78 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 CMS&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 CMS&P tracks.

X79 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.

X81 Movement on team track over D Street at Tacoma must be protected as prescribed by Rule 103.

X82 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.

X83 The signal located 850 feet west of Tacoma Jct. office on Third 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 Fourth 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 CMS&P movements to the Fourth 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 CMS&P movements on Third 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 CMS&P track and will display indications in accordance with 240-A Fig. 1, 240-D Fig. 1 and 240-E Fig. 1.

X85 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.

X86 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.

X87 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.

X88 Crews unloading and loading barges must use air at all times.

Crews working on East Marginal Way when working barges or piers, must protect crossings with lighted fuseses at all times.

Crews entering Duwamish Interchange must notify UP Yardmaster requesting permission before entering.

X89 At Auburn old government yard General Services Administration Warehouse No. 1 and No. 2 have extended overhead canopies which will not properly clear railroad cars with excessive height. Equipment of this type should not be moved under or foul these canopies.

WASHINGTON FOURTH SUBDIVN

X91 Tacoma City Ordinance 17639 reads as follows:
 "9.14.010 Train Crew. It shall be unlawful for any brakeman or engineer or any other person while engaged in switching operations to move, operate, or propel any locomotive or the forwardmost car of any train, whether attached to a locomotive or not, on, along, over, or across any public crossing without having immediately preceding such forwardmost proper warning for the safety of persons upon or approaching such public crossing, except in cases where the locomotives precedes the other units of the train and said locomotive is equipped with an adequate flashing amber light.

While engaged in switching operations during periods of restricted visibility due to smoke, steam, or adverse weather conditions, the use of flares shall be mandatory at grade crossings, as follows:

- (1) At the following intersections:
 East 11th Street and Alexander Street
 East 11th Street and Canal Street
 East 11th Street and St. Paul Lumber Mill
 East 11th and Thorne
 East 72nd Street and McKinley Avenue
 Pacific Avenue and Wakefield Drive
 Puyallup Avenue and East "L" Street
- (2) And, in addition thereto, at all other grade crossings not protected by flashing lights, bell signals or traffic signals."

X92 Speed Restrictions (in addition to General Speed Restrictions)
 Maximum Speed MPH
 Over RR Crossing Chehalis..... 20
 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

X93 At Chehalis the normal position of the crossing gates over the BN crossings is for movements on the CMS&P tracks.

X94 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.

WASHINGTON FIFTH SUBDIVN

X96 Speed Restrictions (in addition to General Speed Restrictions)
 Maximum Speed MPH
 Spokane, over Fancher Road crossing 5

X97 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.

X98 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.

X99 At Spokane, Fancher Road short track circuits have been installed. Eastward train movement must not exceed 5 MPH. Yardman must operate the push button start when it is known the switch movement will foul the crossing. The push button is automatic and will release one minute after start of operation and may be necessary to restart.

WASHINGTON 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 protect the crossing as prescribed by Rule 103.

X106 When trains with more than one unit are operated between Bellingham-Lynden-Sumas-Limestone Jct. with SD7 and SD9 power, the 15 MPH restriction will not apply between Hampton and Lynden and Hampton to Limestone Jct.

When more than one unit is operated with 4 wheel truck engine the above speed restriction will apply.

WASHINGTON TENTH SUBDIVN

X107 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
GP9 or larger 4 Wheel Truck Diesels	15
1.5 miles west Cedar Falls to one-half mile east Tanner	15
Snoqualmie Falls from Weyerhaeuser office to 500 feet west	8
Trains handling logs:	
Over highway crossing at Tanner	10
Corporate Limits Town of North Bend	15

WASHINGTON 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 of Mineral	15
2 miles west of Divide and Coal Canyon	15
Coal Canyon and Morton	25
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 protect the crossing as prescribed by Rule 103. 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.

WASHINGTON THIRTEENTH SUBDIVN

WASHINGTON FOURTEENTH SUBDIVN

X113 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Port Angeles to Discovery Jct.	
GP9 or larger 4 Wheel Truck Diesels	15
Port Townsend while moving onto or off barges	2
Over Morse Creek Bridge at MP 45 to ¼ 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.

WASHINGTON FIFTEENTH SUBDIVN

X116 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Bagley Jct. to Enumclaw	
GP9 or larger 4 Wheel Truck Diesels	15
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.

WASHINGTON SIXTEENTH SUBDIVN

X119 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Maytown to Helsing Jct.	
GP9 or larger 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.

WASHINGTON SEVENTEENTH SUBDIVN

X123 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
At Raymond approaching PSH No. 18 highway crossing ..	5

WASHINGTON EIGHTEENTH SUBDIVN

X125 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Beverly to Hanford	
GP9 or larger 4 Wheel Truck Diesels	15

WASHINGTON NINETEENTH SUBDIVN

WASHINGTON 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 larger	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 4 Wheel Truck Diesels	15

WASHINGTON TWENTY-SECOND SUBDIVN

X129 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
On curve one and one-half miles west of Newport	20

X130 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.

X131 Westward trains must obtain both BN and Milwaukee clearance at BN crossing.

WASHINGTON TWENTY-THIRD SUBDIVN

X132 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Between Dishman and Coeur d'Alene	
1000 HP, 1200 HP and GP9 or larger 4 Wheel Truck Diesels	15

X133 Trains will register at Spokane Bridge only when directed to do so by train order.

At Post Falls Milwaukee trains will register their arrival in register in phone booth near street crossing at Lou Pac Plant.

X134 Connection switch with Burlington Northern is located 2746 feet west of MP 22 at Huetter. Burlington Northern trains and engines may use joint CMS&P&P BN main track between this connection and the connection switch to chip yard of the Diamond International in accordance with Rule 93.

X135 Westward Burlington Northern trains starting at Spokane that are to enter the Twenty-Third Subdivn at Spokane Bridge must obtain a CMS&P&P clearance at the BN telegraph office at Spokane.

X136 CMS&P&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.

WASHINGTON TWENTY-FOURTH SUBDIVN

X138 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
GP9 or larger 4 wheel truck Diesel between MP	
38.6 and Elk River	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.

X140 Track No. 3 in WI&M Yard at Bovill is 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 wires 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.