

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

MONTANA DIVISION

AND

WASHINGTON DIVISION

**JOINT
TIME TABLE
NO. 2**

Taking effect at

1:01 AM Mountain Standard Time

12:01 AM Pacific Standard Time

Sunday, April 24, 1977

For the government and information
of employees only

G. A. JONASSON
Division Manager
Montana Division

J. W. STUCKEY
Division Manager
Washington Division

Q. W. TORPIN
Assistant Vice President - Transportation

W. F. PLATTENBERGER
Assistant Vice President - Operations - General Manager

TABLE OF TRAIN SPEEDS

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

2 WESTWARD

MONTANA DIVN – FIRST SUBDIVN

EASTWARD

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Marmarth	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours
		13061	805.0	MB	MOBRIDGE	190.1	BKOP QRTWY	Continuous
			813.2		8.2 MOREAU JCT.	181.9	JP	None
		7570	817.0		3.8 WAKPALA	178.1	P	None
			827.6		10.6 MAHTO	167.5	P	None
		9685	835.4	UN	7.8 McLAUGHLIN	159.7	JOPT	7:00 AM to 4:00 PM Except Sat. & Sun.
		4689	850.6		15.2 WALKER	144.5	P	None
		7748	863.6		13.0 McINTOSH	131.5	PW	None
		6281	873.3		9.7 WATAUGA	121.8	P	None
		7680	882.1		8.8 MORRISTOWN	113.0	P	None
		6520	894.6		12.5 THUNDER HAWK	100.5	P	None
		4697	903.8	MN	9.2 LEMMON	91.3	OPTW	7:30 AM to 4:30 PM Except Sat. & Sun.
		8344	909.7		5.9 PETREL	85.4	P	None
			913.7		4.0 WHITE BUTTE	81.4	P	None
		4618	919.3		5.6 HAYNES	75.8	P	None
		4702	927.5	HG	8.2 HETTINGER	67.6	BOPRW	7:30 AM to 4:30 PM Except Sat. & Sun.
		8078	936.1		8.6 BUCYRUS	59.0	P	None
			944.6	RD	8.5 REEDER	50.5	P	None
			949.2		4.6 KNIFE RIVER	45.9	P	None
		4611	951.1	GA	1.9 GASCOYNE	44.0	OP	7:00 AM to 4:00 PM Except Sat. & Sun.
			955.0	CN	3.9 SCRANTON	40.1	P	None
		6641	959.6		4.6 BUFFALO SPRINGS	35.5	P	None
		4732	967.4	AN	7.8 BOWMAN	27.7	OPW	7:00 AM to 4:00 PM Except Sat. & Sun.
			974.8		7.4 GRIFFIN	20.3	P	None
		6662	980.6		5.8 RHAME	14.5	P	None
			985.6		5.0 IVES	9.5	P	None
			995.1	RA	9.5 MARMARTH	0.0	BKOP QRTWY	Continuous

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

ABS is in use between Mobridge and Marmarth.

CAB is in use between Mobridge and the west end of the siding at Hettinger and between the east end of the siding at Rhame and the east switch of the yard at Marmarth.

Standard clock at Mobridge marked MOUNTAIN TIME must be observed.

Rule 83(B) does not apply at Moreau Jct. and does not apply at McLaughlin if train order signal indicates proceed.

Hettinger is a register station for trains originating and terminating only.

		Length of Sidings of Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Miles City	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			995.1	RA	MARMARTH 20.5	123.8	BKOP QRTWY	Continuous		
		11424	1015.5	KR	BAKER 12.5	103.3	OP	7:00 AM to 4:00 PM Except Sat. & Sun.		
		4616	1028.0		PLEVNA 7.7	90.8	P	None		
			1035.7		WESTMORE 8.1	83.1	P	None		
		6534	1043.8		ISMAY 7.0	75.0	P	None		
			1050.8		LACOMB 8.0	68.0	P	None		
		8946	1058.8		MILDRED 14.4	60.0	P	None		
		6542	1073.2		BLUFFPORT 7.3	45.6	P	None		
		4600	1080.5	TY	TERRY 12.3	38.3	OP	1:00 PM to 9:00 PM Except Sat. & Sun.		
			1092.8		SUSAN 6.2	26.0	P	None		
		6554	1099.0		BONFIELD 5.7	19.8	P	None		
		2808	1104.7		KINSEY 7.6	14.1	P	None		
		4538	1112.3		TUSLER 6.5	6.5	P	None		
			1118.8	MC	MILES CITY	0.0	BFKOPQ RTWYZ	Continuous		

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

ABS is in use between Marmarth and Miles City.

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Harlowton	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			1118.8	MC	MILES CITY	216.7	BFKOP QRTWYZ	Continuous	A	
		5971	1127.1		8.3 PARAGON	208.4	P	No Office		
		5159	1134.9		7.8 SHEFFIELD	200.6	P	No Office		
			1144.7		9.8 THURLOW	190.8	P	No Office		
		8459	1152.5		7.8 CARTERVILLE	183.0	P	No Office		
			1163.8	FS	11.3 FORSYTH	171.7	OPQ	8:00 AM to 5:00 PM Except Sat. & Sun.		
		6494	1166.9		3.1 COLD SPRINGS	168.6	P	No Office		
			1181.5		14.6 VANANDA	154.0	P	No Office		
		8676	1191.4		9.9 AHLES	144.1	P	No Office		
		5973	1203.9	MR	12.5 INGOMAR	131.6	PQ	No Office		
		5951	1214.1		10.2 SUMATRA	121.4	P	No Office		
			1230.9	MS	16.8 MELSTONE	104.6	OPQW	8:00 AM to 4:00 PM Except Friday 10:00 PM to 6:00 AM Except Sat. & Sun.		
		4596	1242.8		11.9 MUSSELSHELL	92.7	P	No Office		
			1249.2		6.4 DELPHIA	86.3	P	No Office		
		6142	1258.1		8.9 GAGE	77.4	P	No Office		
			1265.4	RU	7.3 ROUNDUP	70.1	OPQTW	8:00 AM to 5:00 PM Except Sat. & Sun.		
		5143	1275.1		9.7 ELSO	60.4	P	No Office		
		8324	1290.4		15.3 LAVINA	45.1	P	No Office		
			1306.0	R	15.6 RYEGATE	29.5	OP	8:00 AM to 5:00 PM Except Sat. & Sun.		
		8277	1319.5		13.5 SHAWMUT	16.0	P	No Office		
A			1335.5	HY	16.0 HARLOWTON	0.0	BFKOP QRTWYZ	Continuous		

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

ABS is in use between Miles City and Harlowton.

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Three Forks	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			1335.5	HY	HARLOWTON	113.9	BFJKOP QRTWYZ	Continuous	A	
		3664	1341.7		6.2 VALENCIA	107.7	P	No Office		
		6149	1347.5	WO	5.8 TWO DOT	101.9	P	No Office		
		6240	1359.7	MX	12.2 MARTINSDALE	89.7	OP	1:00PM to 10:00PM Except Sat. & Sun.		
		6221	1371.1		11.4 LENNEP	78.3	P	No Office		
		3663	1376.7		5.6 BRUNO	72.7	P	No Office		
			1381.5		4.8 LOWETH	67.9	PQ	No Office		
		6463	1385.2		3.7 HAMEN	64.2	P	No Office		
		7122	1392.5	D	7.3 RINGLING	56.9	OP	6:00 AM to 3:00 PM Except Sat. & Sun.		
		3629	1403.1		10.6 SIXTEEN	46.3	P	No Office		
		6468	1411.1		8.0 FRANCIS	38.3	P	No Office		
		5664	1417.1		6.0 MAUDLOW	32.3	PQ	No Office		
		3782	1422.8		5.7 DEER PARK	26.6	P	No Office		
		6506	1428.6		5.8 CARDINAL	20.8	P	No Office		
			1430.1		1.5 LOMBARD	19.3	PQ	No Office		
		6532	1441.5		10.8 EUSTIS	8.5	P	No Office		
	A		1449.8	FO	8.5 THREE FORKS	0.0	BJKOP QRTWY	Continuous		

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

ABS is in use between Harlowton and Three Forks.

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

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Three Forks	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			1449.8	FO	THREE FORKS	0.0	BJKOP QRTWY	Continuous	A	
		6654	1462.7		12.9 SAPPINGTON (B.N. Crossing)	12.9	AP	No Office		
		6544	1474.4		11.7 JEFFERSON ISLAND	24.6	P	No Office		
		6383	1484.3		9.9 (B.N. Crossing) PIEDMONT	34.5	APQ	No Office		
		6653	1493.5		9.2 CEDRIC	43.7	P	No Office		
		4237	1498.4		4.9 GRACE	48.6	P	No Office		
		5817	1505.0		6.6 DONALD	55.2	P	No Office		
		4564	1511.7		6.7 JANNEY	61.9	P	No Office		
		6648	1515.3		3.6 NEWCOMB	65.5	PY	No Office		
		4172	1519.9	GS	4.6 BUTTE YARD	70.1	BKOPQY	Continuous		
			1521.0		1.1 BUTTE	71.2	TY	No Office		
		9587	1523.5		2.5 ALLOY	73.7	PY	No Office		
			1525.1		1.6 ROCKER (B.A.&P. Crossing)	75.3	Y	No Office		
					2.7 (U.P. Crossing)	78.0	APY	No Office		
			1528.5		0.7 SILVER BOW	78.7	PY	No Office		
		6211	1529.6		1.1 DAWSON	79.8	PY	No Office		
		4897	1535.4		5.8 FINLEN	85.6	P	No Office		
		3618	1544.5		9.1 MOREL	94.7	P	No Office		
		5233	1553.7		9.2 (B.N. Crossing) SINCLAIR	103.9	AP	No Office		
	A		1561.5	DG	7.8 DEER LODGE	111.7	BFKOP QRTWYZ	Continuous		

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

ABS is in use between Three Forks and Deer Lodge.

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

WESTWARD

MONTANA DIVN – SIXTH SUBDIVN

EASTWARD 7

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Alberton	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			1561.5	DG	DEER LODGE	111.0	BFKOP QRTWYZ	Continuous	A	
		4694	1566.8		5.3 KOHRS	105.7	P	No Office		
		6266	1572.7		5.9 GARRISON	99.8	P	No Office		
		4679	1580.3		7.6 GOLD CREEK	92.2	P	No Office		
		4554	1586.0		5.7 HASKELL	86.5	P	No Office		
		4719	1592.4	DX	6.4 (B.N. Crossing) DRUMMOND	80.1	APQ	No Office		
		6737	1602.9		10.5 BEARMOUTH	69.6	P	No Office		
		4671	1613.4		10.1 RAVENNA	59.5	P	No Office		
		6756	1618.2		5.9 IRIS	53.6	P	No Office		
		4693	1624.3		6.1 CLINTON	47.5	P	No Office		
		7586	1634.2		9.9 BONNER JCT.	37.6	JPTY	No Office		
			1640.5	Q	6.3 MISSOULA	31.3	BKOP QRYZ	5:30AM to 11:00PM Except Sat. & Sun.		
		4636	1650.6		9.5 PRIMROSE	21.8	P	No Office		
			1653.4		2.8 SCHILLING	19.0	P	No Office		
		7153	1658.7		5.3 FRENCHTOWN	13.7	P	No Office		
			1661.4		3.3 (B.N. Crossing) HUSON	10.4	AP	No Office		
		4736	1667.0		5.4 SOUDAN	5.0	P	No Office		
A			1672.5	ON	5.0 ALBERTON	0.0	BKOP QRWY	Continuous		

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

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 -- EIGHTH SUBDIVN

EASTWARD

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bonner Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			0		BONNER JCT.	0.0	JPTY	No Office	A	
		2106	1.3		1.3 BONNER	1.3	Y	No Office		
		510	11.8		10.5 McNAMARA	11.8	Y	No Office		
		2308	25.8		14.0 SUNSET	25.8	Y	No Office		
A		1387	34.8		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.

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

8 WESTWARD

MONTANA DIVN – SEVENTH SUBDIVN

EASTWARD

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from St. Maries	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			1672.5	ON	ALBERTON	145.7	BKOP QRWY	Continuous	A	
		4704	1679.0		6.5 CYR	139.2	P	No Office		
		6857	1687.5		8.5 TARKIO	130.7	P	No Office		
		4622	1695.2		7.7 COBDEN	123.0	P	No Office		
		4639	1703.4		8.2 SUPERIOR	114.8	P	No Office		
		5609	1715.8	G	12.4 ST. REGIS	102.4	JOPQTW	8:00 AM to 4:00 PM Except Sat. & Sun.		
		4067	1725.4		9.6 DREXEL	92.8	P	No Office		
		4604	1729.7		4.3 HENDERSON	88.5	P	No Office		
		6130	1734.9	HU	5.2 HAUGAN	83.3	JOPQTW	7:00 AM to 3:00 PM Daily 6:00 PM to 2:00 AM Tues., Wed. & Thurs.		
		2925	1740.6		5.7 SALTESE	77.6	P	No Office		
		6659	1744.2		3.6 BRYSON	74.0	P	No Office		
		5965	1749.0		4.8 EAST PORTAL	69.2	PQW	No Office		
		2958	1751.0		2.0 ROLAND	67.2	P	No Office		
			1755.8		4.8 ADAIR	62.4	P	No Office		
		6104	1760.4		4.6 FALCON	57.8	P	No Office		
		1481	1765.6		5.2 KYLE	52.6	P	No Office		
		3778	1769.1		3.5 STETSON	49.1	P	No Office		
		10558	1772.8	NF	3.7 AVERY	45.4	BFOP QRTWY	Continuous		
			1778.1		5.3 ETHELTON	40.1	P	No Office		
		6062	1786.5		8.5 POCONO	31.6	P	No Office		
		6440	1795.2		8.6 CALDER	23.0	P	No Office		
		6240	1806.1		10.9 ST. JOE	12.1	P	No Office		
			1812.7		6.6 OMEGA	5.5	P	No Office		
A			1818.0	CB	5.5 ST. MARIES	0.0	BFJKOP QRTWYZ	Continuous		

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

ABS is in use between Alberton and St. Maries.

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

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

Standard clock at St. Maries marked mountain Time must be observed.

10 WESTWARD		MONTANA DIVN – TENTH SUBDIVN						EASTWARD		
	SECOND CLASS	Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Harlowton	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	THIRD CLASS	
	801								800	
	Freight								Freight	
	Daily Except Saturday								Daily Except Saturday	
	1:00PM		0	HY	HARLOWTON	0.0	BJKOP QRTWYZ	Continuous	A 11:10PM	
	1:30	1073	14.0		14.0 OKA	14.0	P	No Office	10:40	
	1:45	1691	21.4		7.4 JUDITH GAP	21.4	PT	No Office	10:25	
	2:10	588	30.1		8.7 McCLAVE	30.1	P	No Office	10:00	
	2:20	1244	33.5		3.4 STRAW	33.5	P	No Office	9:50	
	2:30	405	38.5		5.0 SIPPLE	38.5	P	No Office	9:40	
	2:40		43.4	MO	4.9 MOORE	43.4	OP	7:45AM to 4:45PM Except Sat. & Sun.	9:30	
	2:55	1270	53.0		9.6 GLENGARRY	53.0	P	No Office	9:15	
	A 3:10PM		61.0		8.0 LEWISTOWN YARD	61.0	BFJKP RTWYZ	No Office	9:00PM	

Trains must not exceed maximum speed of 40 miles per hour.

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

Rule 83(B) does not apply at Lewiston 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 11

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Lewistown Yard	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			36		GRASS RANGE	34.6		No Office	A	
			29.3		6.5 BECKET	28.1		No Office		
			21.1		8.2 FOREST GROVE	19.9		No Office		
			15.2		5.9 PIPER	14.0		No Office		
			10.4		4.8 HEATH	9.2	Y	No Office		
			8.5		1.9 DUNLAP	7.3	Y	No Office		
	A		1.2		7.3 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-15 applies.

WESTWARD

MONTANA DIVN -- TWELFTH SUBDIVN

EASTWARD

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Winifred Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
					WINIFRED JCT.	0.0	JPY	No Office	A	
			9.6		9.6 BROOKS	9.6		No Office		
			17.1		6.1 HILGER	15.7		No Office		
			4.8		9.8 MOULTON	25.5		No Office		
			15.2		10.0 SUFFOLK	35.5		No Office		
	A		22.4		7.2 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-15 applies.

12 WESTWARD		MONTANA DIVN – THIRTEENTH SUBDIVN						EASTWARD		
SECOND CLASS		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Lewistown Yard	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	SECOND CLASS	
801	Freight								800	Freight
	6:00 PM		61.0		LEWISTOWN YARD 1.3	0.0	BFJKP RTWYZ	No Office	A 4:05 PM	
	6:05		63.0	DI	LEWISTOWN 1.5	1.3	JOPTYZ	7:00 AM to 4:00 PM Except Sat. & Sun.	4:00	
			65.5		WINIFRED JCT. 6.5	2.8	JPY	No Office		
	6:30	2573	70.0		HANOVER 1.0	9.3	P	No Office	3:42	
	6:40		71.0		SPRING CREEK JCT. 3.0	10.3	JPR	No Office	3:37	
	6:50	2197	74.0		AMHERST 3.1	13.3	P	No Office	3:27	
	7:00		77.0		WARE 3.5	16.4	P	No Office	3:17	
	7:10	2276	80.5		DANVERS 8.3	19.9	P	No Office	3:10	
	7:30		88.8		HOOSAC 6.4	28.2	P	No Office	2:50	
	7:50	2950	95.2	DN	DENTON 6.4	34.6	OP	7:45 AM to 4:45 PM Except Sat. & Sun.	2:32	
	8:08		101.6		COFFEE CREEK 4.5	41.0	P	No Office	2:14	
	8:26	2293	106.1		ARROW CREEK 11.1	45.5	P	No Office	1:49	
	9:05	2342	117.2		POWNA 12.1	56.6	PT	No Office	1:30	
	9:50	2651	129.3	SB	SQUARE BUTTE 7.0	68.7	P	No Office	1:05	
	10:15	3105	136.3	GE	GERALDINE 11.8	75.7	OP	7:45 AM to 4:45 PM Except Sat. & Sun.	12:45	
	10:45	2698	148.1		MONTAGUE 8.0	87.5	P	No Office	12:22	
	11:15	2663	156.1		SHONKIN 8.1	95.5	P	No Office	12:07 PM	
			164.2		BIG SAG 3.8	103.6	P	No Office		
	11:50	2316	168.0	HD	HIGHWOOD 7.4	107.4	OP	7:45 AM to 4:45 PM Except Sat. & Sun.	11:45	
	12:10 AM	2634	175.4		WALTHAM 10.3	114.8	P	No Office	11:31	
	12:40		185.8		SALEM 9.4	125.1	P	No Office	11:12	
	A 1:10 AM		195.0	FD	FALLS YARD	134.5	BFKOP RTWYZ	7:45 AM to 4:45 PM Except Sat. & Sun.	10:45 AM	

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 each 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.

WESTWARD

MONTANA DIVN – FOURTEENTH SUBDIVN

EASTWARD 13

SECOND CLASS	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Falls Yard	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	THIRD CLASS
								374
								B.N. Freight Mon., Wed., & Fri. only
		195.0	FD	FALLS YARD	0.0	BFKOP RTWYZ	7:45 AM to 4:45 PM Except Sat. & Sun.	
				3.4 DEPOT SWITCH	3.4	JPY	No Office	
				0.5 GREAT FALLS				
				(B.N. Crossing)	3.9	UY	No Office	
		202.3		3.3 EMERSON JCT.	7.2	JPR	No Office	
		12.0		8.3 VAUGHN	15.5		Via B.N. RR.	
		5.8		5.7 DRACUT JCT.	21.2	JPR	No Office	
		224.2		7.3 ASHUELOT	28.5	P	No Office	
		234.2	FR	10.0 FAIRFIELD	38.5	OP	10:45 AM to 12:01 PM 1:00 PM to 3:00 PM Except Sun. & Mon.	
9:14 AM		244.4		10.2 EASTHAM JCT.	48.7	JPR	No Office	A 12:30 PM
A 9:33 AM		251.3		6.9 CHOTEAU JCT.	55.6	JPR	No Office	12:10 PM
		251.9	CU	0.6 CHOTEAU	56.2	OP	7:45 AM to 9:45 AM 3:30 PM to 4:45 PM Except Sun. & Mon.	
				0.9 (B.N. Crossing)	57.1	U	No Office	
		257.6		5.0 FARMINGTON	62.1		No Office	
		265.1		7.5 AGAWAM	69.6	T	No Office	

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

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

Trains cannot meet at Dracut 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 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.

WESTWARD

MONTANA DIVN – SIXTEENTH SUBDIVN

EASTWARD

	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Isabel	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours
		0.0		MOREAU JCT.	54.9	JP	None
		19.3		18.8 TRAIL CITY	36.1	JT	None
		28.9		9.6 GLENCROSS	26.5		None
		36.6		7.7 TIMBER LAKE	18.8		None
		47.2		10.6 FIRESTEEL	8.2		None
		55.4		8.2 ISABEL	0.0	T	None

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

Rule 83(B) does not apply at Moreau Jct., Trail City and Isabel.

Special Instruction X-15 applies.

14 WESTWARD MONTANA DIVN – SEVENTEENTH SUBDIVN EASTWARD

		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Faith	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			0.0		TRAIL CITY	106.1	JT	None		
			12.9		12.9 PROMISE	93.2		None		
			29.4		16.5 LA PLANT	76.7		None		
			39.5		10.1 RIDGEVIEW	66.6		None		
			63.5		24.0 EAGLE BUTTE	42.6		None		
			73.5		10.0 LANTRY	32.6		None		
			83.1		9.6 DUPREE	23.0		None		
			92.2		9.1 RED ELM	13.9		None		
			106.1		13.9 FAITH	0.0	T	None		

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

Rule 83(B) does not apply at Trail City and Faith.

Special Instruction X-15 applies.

WESTWARD MONTANA DIVN – EIGHTEENTH SUBDIVN EASTWARD

		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from New England	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			0.0	UN	McLAUGHLIN	133.9	JOPT	7:00AM to 4:00PM Except Sat. & Sun.		
			8.9		8.9 MAPLE LEAF	125.0		None		
			17.3		8.4 SELFRIDGE	116.6	P	None		
			27.3		10.0 CHADWICK	106.6		None		
			34.9		7.6 SHIELDS	99.0		None		
			51.2		16.3 RALEIGH	82.7		None		
			60.8		9.6 BRISBANE	73.1		None		
			67.9		7.1 LEITH	66.0		None		
			78.5		10.6 ELGIN	55.4		None		
			83.9		5.4 NEW LEIPZIG	50.0		None		
			90.5		6.6 BENTLEY	43.4		None		
			96.8		6.3 WATROUS	37.1		None		
			104.1		7.3 MOTT	29.8	P	None		
			115.9		11.8 REGENT	18.0	P	None		
			126.1		10.2 HAVELOCK	7.8		None		
			133.9	NE	7.8 NEW ENGLAND	0.0	KOP TWY	7:00AM to 4:00PM Except Sat. & Sun.		

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

Rule 83(B) does not apply at McLaughlin if train order signal indicates proceed, and does not apply at New England when operator not on duty.

Special Instruction X-15 applies.

	SECOND CLASS	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Othello	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
	943									
	Freight Daily Except Sunday									
			1818.0	CB	ST. MARIES	166.8	BFJKOP QRTWYZ	Continuous	A	
		2930	1823.3		5.9 RAMSDELL	160.9	P	No Office		
		7727	1829.3		5.9 PEDEE	155.0	P	No Office		
		6132	1836.9	WJ	7.2 PLUMMER	147.8	JKOP QRTY	7:00 AM to 3:00 PM		
		3545	1844.4		7.6 MOWRY	140.2	P	No Office		
		5724	1852.5		8.1 TEKOA	132.1	P	No Office		
			1859.9		7.2 SEABURY	124.9	P	No Office		
		5533	1865.5		5.9 PANDORA	119.0	P	No Office		
			1872.6		6.5 ROSALIA	112.5	P	No Office		
			1878.4		5.5 SQUAW CANYON	107.0	P	No Office		
		5833	1882.1	M	3.6 MALDEN	103.4	OPQTW	12:01 AM to 8:00 AM Except Sat. & Sun.		
			1885.7		3.6 PINE CITY	99.8	P	No Office		
		5634	1899.7		13.4 LAVISTA	86.4	P	No Office		
			1901.8		2.2 EWAN	84.2	PW	No Office		
		5473	1912.4		10.4 REVERE	73.8	P	No Office		
		4343	1926.9	RA	14.4 MARENGO	59.4	OPQTW	7:00 AM to 4:00 PM Except Sat. & Sun.		
		5415	1936.5		9.5 RALSTON	49.9	P	No Office		
			1941.6		5.0 PIZARRO	44.9	P	No Office		
		7862	1951.0	NE	9.5 LIND	35.4	PQ	No Office		
			1959.3		8.0 SERVIA	27.4	P	No Office		
		6039	1964.4		4.9 ROXBORO	22.5	P	No Office		
	3:35 PM	8648	1974.4	WX	9.7 WARDEN	12.8	JPT	No Office		
	A 4:01 PM		1987.3	SO	12.8 OTHELLO	0.0	BFKOP QRTWY	Continuous		

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.

ABS is in use between St. Maries and a point 2902 feet west of Sorrento Tunnel and between Marengo and Othello. Sorrento Tunnel is located between MP 1841 and 1842 between Mowry and Plummer.

Standard clock at St. Maries marked Pacific Time must be observed.

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

Trains will register at Plummer only when directed by train order to do so.

16 WESTWARD		WASHINGTON DIVN – SECOND SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Black River	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			1987.3	SO	OTHELLO	179.4	BFKOP QRTWY	Continuous	A
		5724	1997.1		9.2 TAUNTON	170.2	P	No Office	
			2002.5		5.8 CORFU	164.4	P	No Office	
			2009.5		6.6 ROYAL CITY JCT.	157.8	JP	No Office	
		5576	2012.5		3.1 SMYRNA	154.7	P	No Office	
		5698	2025.6	BV	13.1 BEVERLY	141.6	OPY	11:30PM to 7:30 AM Daily	
			2026.4		1.0 BEVERLY JCT.	140.6	JPY	No Office	
		5696	2031.0		5.2 DORIS	135.4	P	No Office	
			2037.0		5.6 RYE	129.8	P	No Office	
		5221	2043.6		7.0 BOYLSTON	122.8	P	No Office	
		5706	2054.1	KY	10.6 KITTTAS	112.2	OPTWY	10:00PM to 6:00 AM Daily	
		4647	2060.2		6.4 ELLENSBURG	105.8	P	No Office	
		5426	2075.6		15.3 HORLICK	90.5	P	No Office	
		6067	2086.0	CM	10.0 CLE ELUM	80.5	OPQW	12:01 AM to 8:00 AM 4:00PM to 11:59PM Except Sat. & Sun.	
		5301	2097.2		11.6 EASTON	68.9	PT	No Office	
		5989	2115.1		17.4 HYAK	51.5	PY	No Office	
		3548	2122.5		7.7 BANDERA	43.8	P	No Office	
		6608	2137.1	MY	14.1 CEDAR FALLS	29.7	BFJKOP QTWYZ	7:00 AM to 4:00 PM 8:00PM to 5:00 AM Except Sat. & Sun.	
			2141.2		4.0 BAGLEY JCT.	25.7	JP	No Office	
		5947	2145.9		4.7 TRUDE	21.0	P	No Office	
A			2154.2	MV	8.3 MAPLE VALLEY	12.7	JOPR	Continuous	
				RN	10.3 (B.N. Crossing) RENTON			Via B.N.R.R.	
				BI	2.4 BLACK RIVER (U.P. Crossing)	0.0			

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

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., Royal City Jct. and Bagley 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.

SECOND CLASS			Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Seattle	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	SECOND CLASS		
83	951	81								84	950	82
Freight	Freight	Freight							Freight	Freight	Freight	
Daily	Daily	Daily							Daily	Daily	Daily	
				2175.9	OW	SEATTLE	0.0	PY				
				2175.0		STACY ST. YARD 0.7	0.0	BFKP QYZ				
						SPOKANE ST. TOWER 1.7	0.7					
						ARGO (U.P. Crossing) (B.N. Crossing) 1.7	2.4		Via. B.N.R.R.			
				2171.3		VAN ASSELT 4.3	4.1					
9:00PM	1:15PM	1:55AM		2166.0	BI	BLACK RIVER (B.N. Crossing) 2.2	8.4	IJOP QRTY	Continuous	A 1:01 AM	A 11:20 AM A 1:55 PM	
				2167.7		ANDOVER 4.7	10.6	PY	No Office			
9:12	82 1:40	2:07	3393	2172.5	K	KENT 1.8	15.3	BKOP QRY	Continuous	12:47	11:05 951 1:40	
			4411	2173.7		WEST SIDING 3.2	17.1	PY	No Office			
9:21	1:55	2:21	4508	2177.5	BR	AUBURN 4.5	20.3	OPY	7:00 AM to 6:00 PM Except Sat. & Sun.	12:37	10:30 1:30	
				2182.0		BENROY 2.5	24.8	P	No Office			
9:35	2:30	2:35	4539	2184.6	UX	SUMNER 1.7	27.3	OPY	8:00 AM to 5:00 PM Except Sat. & Sun.	12:19	10:00 1:14	
				2186.7		PUYALLUP 5.5	29.0	P	No Office			
9:55PM A	2:45PM A	2:55AM A		2192.0	JN	TACOMA JCT. (East End Double Track) 0.9	34.5	JOP QRY	Continuous	12:01 AM	8:55 AM 1:00 PM	
						(B.N. & U.P. Crossing) 1.1	35.4	MPY	No Office			
				2194.0	MA	TACOMA (West End Double Track)	36.5	BFKP QRT WYZ	No Office			

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

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

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 Auburn Rule 5 applies at the siding located east of the station.

**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

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

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.

BURLINGTON NORTHERN – BLACK RIVER

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

18 WESTWARD		WASHINGTON DIVN — FOURTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Tacoma Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			2192.0	JN	TACOMA JCT.	0.0	JOPQRY	Continuous	A
			3.2		5.3 HILLSDALE	5.3	PY	No Office	
		6117	7.3		3.7 ALLISON	9.0		No Office	
			11.2		4.2 FREDERICKSON	13.2	JPRTY	No Office	
		3607	8		8.0 GREENDALE	21.2		No Office	
			15.6		7.8 McKENNA	29.0		No Office	
			23.0		7.6 RAINIER	36.6		No Office	
			28.5		5.5 SKOOKUMCHUCK	42.1		No Office	
			29.6	JC	1.1 WESTERN JCT.	43.2	JOPQ	12:01 AM to 4:00PM 10:00PM to 11:59PM Except Sat. & Sun.	
			30.9		1.2 OFFUTT LAKE	44.4		No Office	
			32.2		1.2 SEAGLE	45.6	BRP	No Office	
			36.9		4.8 MAYTOWN	50.4	JY	No Office	
		2622	7.3		7.4 ESSEX	57.8		No Office	
			12.9		5.0 (B.N. Crossing) (U.P. Crossing) BLAKESLEE JCT.	62.8	AY	No Office	
		2129	14.2		1.3 CENTRALIA	64.1	YZ	No Office	
		2806	17.8	CH	3.7 (3 B.N. Crossings) CHEHALIS	67.8	BK MOPQRY	Continuous Except Sunday	
A			.5	JO	1.0 (B.N. Crossing) CHEHALIS JCT.	68.8	IJMPY	No Office	
					LONGVIEW	114.6		Via BN Ry.	
					LONGVIEW JCT.	111.2		Via BN Ry.	
					VANCOUVER	146.6		Via BN Ry.	
					HOYT STREET YD.	156.1		Via BN Ry.	
					DEPOT YD.			Via Portland Terminal	
					BROOKLYN YD.	160.1		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.

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.

Seagle is a Register Station for trains originating and terminating and trains instructed to register by train order only.

WESTWARD		WASHINGTON DIVN – FIFTH SUBDIVN							EASTWARD 19	
SECOND CLASS		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Plummer	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	SECOND CLASS	
387 U.P. Freight Daily	935 Freight Daily Except Saturday								934 Freight Daily Except Saturday	388 U.P. Freight Daily
3:00 AM	10:30 PM		1836.1	WJ	PLUMMER	0.0	JKO PQRTY	7:00 AM to 3:00 PM	A 9:55 PM	A 11:20 AM
			1842.5	WY	6.4 WORLEY	6.4	P	No Office		
3:20	11:00	4653	1843.8		1.4 MOZART	7.8	P	No Office	9:15	11:00
			1849.2		5.3 SETTERS	13.1	P	No Office		
A 3:50 AM	A 11:30 PM	3354	1856.0	MU	6.7 MANITO	19.8	JPR	No Office	8:45 PM	10:30 AM
				SP	15.2 DISHMAN	35.0	P	Via. U.P.R.R.		
					2.1 EAST SPOKANE	37.1	BFKO PQRYZ			

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.

Trains will register at Manito only when directed by train order to do so. Except Train No. 387 will register.

WESTWARD		WASHINGTON DIVN – EIGHTH SUBDIVN							EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bellingham	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
					1.8 SOUTH BELLINGHAM	1.8		Via B.N.R.R.		
				RT	59.3 EVERETT	61.1	BFKO QWY			
A				BI	46.2 BLACK RIVER (B.N. Crossing)	107.3	IJOP QRTY			

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

20 WESTWARD		WASHINGTON DIVN – NINTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bellingham	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0	BM	BELLINGHAM (4 B.N. Crossings)	0.0	BFKMO PRTYZ	12:01 AM to 5:30 AM 8:00 AM to 5:00 PM 9:30 PM to 11:59 PM Except Sat. & Sun.	A
			4.0		4.0 CORNWALL	4.0		No Office	
			11.4		7.4 WAHL	11.4		No Office	
			17.1		5.6 STRANDELL	17.0		No Office	
			17.9		0.8 EVERSON	17.8	Y	No Office	
			19.2		1.5 HAMPTON	19.3	JTY	No Office	
			22.3		2.9 CLEARBROOK	22.2		No Office	
			24.6	SU	2.9 SUMAS	25.1	OPTY	10:00 AM to 7:00 PM Except Sat. & Sun.	
			25.3		1.0 (B.N. Crossing)	26.1	U	No Office	
			30.8		5.8 HILLTOP	31.9		No Office	
			31.6		0.8 COLUMBIA	32.7		No Office	
A			32.9		0.7 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	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Cedar Falls	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0	MY	CEDAR FALLS	0.0	BFJKOP QRTWYZ	Continuous Except Sunday	A
			5.9		5.9 TANNER (B.N. Crossing)	5.9	U	No Office	
			8.0		2.1 NORTH BEND	8.0		No Office	
A			11.2	Q	3.2 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.

WESTWARD		WASHINGTON DIVN – ELEVENTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Hampton	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0		HAMPTON	0.0	JTY	No Office	A
A			5.4	LY	5.4 LYNDEN	5.4	OY	8:00 AM to 5:00 PM Except Sat. & Sun.	

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

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

WESTWARD

WASHINGTON DIVN – TWELFTH SUBDIVN

EASTWARD 21

		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Morton	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			11.3		FREDERICKSON	54.3	JRTY	No Office	A	
			17.4		6.6 THRIFT	47.7		No Office		
			21.0		3.2 TANWAX	44.5		No Office		
			31.6		10.6 EATONVILLE JUNCTION	33.9	T	No Office		
			39.4		8.9 NEW RELIANCE	25.0		No Office		
			44.2		5.0 ELBE	20.0	P	No Office		
			46.5		2.4 PARK JCT.	17.6	JTY	No Office		
			51.3		4.1 MINERAL	13.5	Y	No Office		
			55.0		4.2 DIVIDE	9.3	Y	No Office		
			62.0		7.2 COAL CANYON	2.1		No Office		
	A		64.2	MN	2.1 MORTON	0.0	BKO QRTY	8:00AM to 5:00PM Except Sat. & Sun.		

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

Special Instructions X66 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.

WESTWARD

WASHINGTON DIVN – THIRTEENTH SUBDIVN

EASTWARD

		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Park Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			0.0		PARK JCT.	0.0	JTY	No Office	A	
	A		3.5		3.5 NATIONAL	3.5	Y	No Office		

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

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

22 WESTWARD		WASHINGTON DIVN – FOURTEENTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Port Townsend	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0		PORT TOWNSEND	0.0	YT	No Office	A
			12.3		12.3 DISCOVERY JCT.	12.3		No Office	
			13.5		1.2 MAYNARD	13.5		No Office	
			24.7		11.2 BLYN	24.7		No Office	
			31.5		6.8 SEQUIM	31.5		No Office	
			35.1		3.6 CARLSBORG	35.1		No Office	
			38.9		3.8 AGNEW	38.9		No Office	
			42.4		3.5 CRANE	42.4		No Office	
			48.0		5.6 ENNIS CREEK	48.0	Y	No Office	
A			50.8		2.8 PORT ANGELES	50.8	BFKO RTYZ	8:00 AM to 5:00 PM Except Sunday	

Trains must not exceed a maximum speed of 15 miles per hour between Port Townsend and M.P. 12 and 25 miles per hour between M.P. 12 and Port Angeles.
Rule 83(B) does not apply at Port Townsend.

WESTWARD		WASHINGTON DIVN – FIFTEENTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Enumclaw	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0		BAGLEY JCT.	16.3	JP	No Office	A
			2.0		2.3 SELLECK	14.0		No Office	
			5.0		3.0 KANASKAT JCT.	11.0	J	No Office	
			7.0		2.1 PALMER	8.9		No Office	
			7.8		1.2 BAYNE JCT.	7.7	J	No Office	
A			16.6	CW	7.7 ENUMCLAW	0.0	FPT	Via B.N. Ry. No Office	

Trains must not exceed a maximum speed of 10 miles per hour between Bagley Jct. and Bayne Jct.

This time-table confers no authority between Enumclaw and Bayne Jct. Burlington Northern time-table governs.

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 X66 applies.

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

WESTWARD		WASHINGTON DIVN – SIXTEENTH SUBDIVN						EASTWARD 23	
	SECOND CLASS	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Hoquiam	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	SECOND CLASS
	955								954
	Freight								Freight
	Daily Except Saturday								Daily Except Sunday
	9:35PM		37.0		MAYTOWN	56.6	JPRY	No Office	A 8:50PM
			46.3		9.4 ROCHESTER (B.N. Crossing)	47.2	M	No Office	
	A 10:40PM		48.2		1.9 HELISING JCT.	45.3	JR	No Office	7:45PM
					41.7 ABERDEEN	3.6	P	Via U.P. Ry.	
					3.6 HOQUIAM	0.0	P	Via B.N. Ry.	

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 X66 applies.

WESTWARD		WASHINGTON DIVN – SEVENTEENTH SUBDIVN						EASTWARD										
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Chehalis Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours										
														JO	CHEHALIS JCT.	0.0	IJOPY	A
															53.0 Via B.N. Ry.			
										A			RD	RAYMOND	53.0	TY	No Office	

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

WESTWARD		WASHINGTON DIVN – EIGHTEENTH SUBDIVN						EASTWARD											
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Beverly Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours											
													0.0		BEVERLY JCT.	0.0	JPY	No Office	A
													4.0		4.0 LEVERING	4.0		No Office	
													14.7		10.4 PRIEST RAPIDS	14.4		No Office	
			21.3		6.4 HANFORD	20.8	Y	No Office											
A			24.0		3.5 HANFORD YARD	24.3	PTY												

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

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

Special Instructions X66 applies.

24 WESTWARD		WASHINGTON DIVN – NINETEENTH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Royal City Jct.	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0		ROYAL CITY JCT.	0.0	JP	No Office	A
	A		5.1		5.1 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. and Royal City. Special Instructions X66 applies.

WESTWARD		WASHINGTON DIVN – TWENTIETH SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Moses Lake	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0.0	WX	WARDEN	21.6	JPTY	No Office	A
			8.2		8.2 TIFLIS	13.4	JTY	No Office	
			6.0		5.7 SIELER	7.7		No Office	
			7.8		1.9 McDONALD	5.8		No Office	
	A		15.2	MO	5.8 MOSES LAKE	0.0	TY	No Office	

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 Warden and Moses Lake. Special Instructions X66 applies.

WESTWARD		WASHINGTON DIVN – TWENTY-FIRST SUBDIVN						EASTWARD	
		Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Marcellus	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			8.2		TIFLIS	38.7	JTY	No Office	A
			16.2		8.0 RUFF	30.7		No Office	
			22.0		5.8 MOODY	24.9		No Office	
			27.0		5.0 BATUM	19.9		No Office	
			31.0		3.9 LAUER	16.0		No Office	
			38.0		6.8 SCHOONOVER	9.2		No Office	
			42.2		4.4 PACKARD	4.8		No Office	
	A		47.0		4.8 MARCELLUS	0.0	T	No Office	

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

Rule 83(B) does not apply at Tiflis and Marcellus. Special Instructions X66 applies.

WESTWARD WASHINGTON DIVN – TWENTY-SECOND SUBDIVN EASTWARD 25

	SECOND CLASS	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from East Spokane	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	SECOND CLASS	
	937								936	
	Freight Sun., Tues. & Thurs.								Freight Mon., Wed. & Fri.	
				SN	EAST SPOKANE	0.0	BFKO PQRZY			
	Via U.P. RR				2.1 B.N. Crossing	2.1				Via U.P. RR
	Via B.N. RR				4.2 HILLYARD	6.3				Via B.N. RR
	11:45 PM		43.6		41.2 NEWPORT	47.5	JP	No Office		A 7:00PM
	12:15 AM		55.6		12.0 DALKENA	59.5		No Office		6:20
	12:30		60.7		5.2 USK	64.7		No Office		6:05
	12:40		63.1		1.9 CUSICK	66.6	P	No Office		5:55
	1:10		72.4		10.2 JARED	76.8		No Office		5:25
	1:35		81.5		8.7 BLUESLIDE	85.5		No Office		5:05
	1:45		85.5		3.9 LOST CREEK	89.4		No Office		4:55
	2:01		91.2		5.7 TIGER	95.1		No Office		4:40
	2:10	2340	95.1		4.0 IONE	99.1	P	No Office		4:30
	A 2:40 AM		104.7	MF	9.5 METALINE FALLS	108.6	PRTYZ	No Office		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 and at Metaline Falls.

Special Instructions X66 applies.

WESTWARD WASHINGTON DIVN – TWENTY-THIRD SUBDIVN EASTWARD

	SECOND CLASS	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from East Spokane	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	THIRD CLASS	
	939								938	
	Freight Daily Except Sat. & Sun.								Freight Daily Except Sat. & Sun.	
				SN	EAST SPOKANE	0.0	BFKOP QRYZ	Continuous Except Saturday		
	5:40 AM		0.5	SP	2.1 DISHMAN	2.1	JPTY	No Office		A 2:10PM
	5:45	1260	2.2		1.3 OPPORTUNITY	3.4	Y	No Office		2:00
	6:15	2101	12.7		10.4 SPOKANE BRIDGE	13.8	JRY	No Office		1:31
	6:25	2250	15.6		3.3 McGUIRES	17.1	P	No Office		1:20
	6:30		17.7		1.8 POST FALLS	18.9	RY	No Office		1:15
	A 6:45 AM		22.0		4.4 HUETTER	23.3	YR	No Office		1:00PM
					0.9 ATLAS	24.2	Y	No Office		
					1.6 GIBBS	25.8	YZ	No Office		
				CD	1.7 COEUR D'ALENE	27.5	OPY	7:00AM to 4:00PM Except Sat. & Sun.		

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

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

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.

26 WESTWARD WASHINGTON DIVN – TWENTY-FOURTH DIVN EASTWARD

	Length of Siding in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Elk River	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
		0.0	CB	ST. MARIES	72.2	BFJKOP QRTWYZ	Continuous	A
		8.7		9.4 LOTUS	62.8		No Office	
		10.3		1.7 ALDER CREEK	61.1		No Office	
		12.9		2.4 ROVER	58.7		No Office	
		19.0		6.1 MASHBURN	52.6	P	No Office	
		20.5		1.5 WAYLAND	51.1		No Office	
		24.3		4.0 TYSON CREEK	47.1		No Office	
		26.0		2.0 FERNWOOD	45.1	P	No Office	
		30.7		4.6 EMERALD CREEK	40.5		No Office	
		36.4		5.2 CLARKIA	35.3	PY	No Office	
		44.0		7.9 SHERWIN	27.4		No Office	
A		49.7		5.6 PURDUE	21.8	JY	No Office	
				PURDUE 2.0 BOVILL			Via W.I. & M.R.R.	
		51.7	BO	BOVILL	19.8	JOPTWY	8:00 AM to 5:00 PM Except Sat. & Sun.	A
		64.0		12.7 KAMERON	7.1	Y	No Office	
A		72.2		7.1 ELK RIVER	0.0	PY	No Office	

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

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

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

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

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Bellingham	8:00 AM to 5:00 PM		8:00 AM to 5:00 PM
Cle Elum	12:01 AM to 8:00 AM	12:01 AM to 8:00 AM	
East Spokane	12:01 AM to 3:00 PM 11:00 PM to 11:59 PM	Continuous	Continuous
Chehalis	Continuous	12:01 AM to 7:00 AM 3:00 PM to 11:59 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, Christmas Eve Day and Christmas or day set by Proclamation.

YARD LIMITS AT

- Mobridge—Extend from 2170 feet east of east switch of east yard to 2133 feet west of west switch.
- Marmarth—Extend from 5000 feet east of east switch to 5280 feet west of west yard switch.
- New England—Extend from 100 feet west of Highway 22 to end of main track.
- 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 subdvn.
- Lewiston and Lewiston Yard—Extend from 9961 ft. east of east wye switch on Tenth Subdvn to a point 2500 ft. east of east switch at Heath on Eleventh Subdvn and to 1400 ft. west of Winifred Jct. switch on Twelfth Subdvn and to 4950 ft. west of Winifred Jct. switch on Thirteenth Subdvn.
- Great Falls - Falls Yard—Extend from 4000 ft. east of switch to Air Port spur on Thirteenth Subdvn to 1151 ft. west of Western Grain Exchange spur switch on Fourteenth Subdvn.
- Three Forks—Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Ninth Subdvn.
- Bozeman - Patterson—Extend from 666 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 Fifteenth Subdvn 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.
- 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 Subdvn, and to 7500 ft. west of west wye switch on Twenty-Fourth Subdvn.
- Plummer—Extend from 4591 ft. east of junction switch to 2905 ft. west of west switch on First Subdvn and to 2084 ft. west of west wye switch on Fifth Subdvn.
- 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.
- 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.
- 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 Subdvn to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Twenty-First Subdvn.
- Warden—Extend from wye switches to 3000 ft. west of industry track switch on Twentieth Subdvn.
- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Second Subdvn and 5000 ft. west of junction switch Beverly Jct. on Eighth Subdvn.
- Kittitas—Extend from 500 ft. west of west switch to 500 ft. east of east 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 Subdvn and 2900 ft. west of west switch of Log Loading track on Tenth Subdvn.
- 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 Subdvn to 500 ft. west of M.P. 6 between Hillsdale and Allison on Fourth Subdvn.
- Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.
- 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.
- Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on Twelfth Subdvn and 2672 ft. west of west switch on Fourth Subdvn.
- Park Junction—Extend from 6000 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.
- 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 Fourth Subdvn, and 3279 ft. west of west switch on Sixteenth Subdvn.
- 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 Subdvn and to end of track Lynden on Eleventh Subdvn.
- 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.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

RULES CHANGES

G-1 The title "Division Manager" is the equivalent of "Superintendent" in the application of operating rules, bulletins, notices, timetables, train orders, clearances, CTC and ABS instructions and all other instructions or advices formerly issued over the signature or initials of the Superintendent. All rules and special instructions are hereby modified accordingly.

G-2 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 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.

G-3 In reference to Rule 2 of the Consolidated Code of Operating Rules, the following watches conform to the requirements on this railroad:

POCKET WATCHES

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

WRIST WATCHES

Elgin—12/0 size, 23 jewel, B. W. Raymond
 Elgin—21 jewel, B. W. Raymond Chronometer
 Ball—13 ligne, 21 jewel, Official Railroad
 Bulova Accutron—Railroad Approved
 Ball Trainmaster
 Wyler Railroad Approved—Manual, Automatic or Electric

G-4 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 time slip.

G-5 In the application of Rule 11, ten minute fusees must be used in non-ABS territory and five minute fusees must be used in other territory.

G-6 In the application of Rules 12, 14 and 14(A) of the Consolidated Code of Operating Rules and Rules 12, 14, 14(A), M-14 and M-14(A) 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.

G-7 Rule 26 of the Consolidated Code of Operating Rules is revised as follows:

A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) or other equipment must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at any entrance to a track, engine(s) and/or car(s) must not be permitted to enter that track.

When workmen are working on, under or between an engine(s) and/or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineer or operator at the controls of that engine.

When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group of workmen that placed them.

When emergency work is to be done on, under or between an engine or cars coupled to an engine, and a blue signal is not available, the engineer or operator of the engine must be notified by employee in charge of making the repairs and protection must be given those engaged in making repairs. The engine or cars must not be moved nor air brakes applied or released until the engineer or operator at the controls of the engine has been notified by the same employee in charge that work has been completed and all employees are out from under or between engine and cars.

Note: "Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night. A blue light may be displayed either burning steadily or flashing.

Rule 26A

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

- (a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.
- (b) The employee in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.
- (c) The operator of the remotely-controlled switches will provide the protection before informing the employee in charge of the workmen that it is being provided. He will not remove the locking device until notified by the employee in charge of the workmen that the work is completed.
- (d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employee in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employee in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employee in charge who provided this information.

G-8 Rule 34 of the Consolidated Code of Operating Rules is revised as follows:

Member of crew located in the cab of engine must communicate to each other in an audible and clear manner the name 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 member of crew comply with these requirements, including himself.

It is the engineer's responsibility to have each member of crew, located in the cab of the 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

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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 necessary to ensure the safety of the train or engine, including operating the emergency valve.

G-9 Rule 91(A) of the Consolidated Code of Operating Rules is modified by the addition of the following:

In non-ABS territory on single track following trains will not be permitted to enter the block until preceding train is clear of the block except in case of failure of means of communication or such movement is authorized by the train dispatcher by a train order in the following form:

(train) left (station) at ____ M and has not passed (station)
(train) may proceed prepared to stop short of train ahead.

This train order must be addressed to the operator and the train. The following train may be released when its right or schedule permits after at least ten minutes have expired after the departure of the train ahead.

When means of communication have failed, the operator may permit the train to proceed into the block when right or schedule permits and after at least ten minutes have expired after the departure of the train ahead with a clearance marked "Wire Failure" and with a notation reading "(train) left (station) at _____ M and has not passed (station) (train) may proceed prepared to stop short of train ahead." The time the following train may go must also be endorsed on the clearance as required by Rule 91(A).

Train order signal must be placed to indicate Stop immediately after rear of train has passed the train order signal and must not again be placed to indicate Proceed until after the train has passed the next open office. Block stations must not be closed without authority of the train dispatcher. When a block station is open at other than regularly assigned hours, trains must be notified.

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 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.

G-10 Rule 98(B) of the Consolidated Code of Operating Rules is modified by the addition of the following:

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

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

G-11 Rule 105 of the Consolidated Code of Operating Rules is modified as follows:

Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined, but not exceeding 10 MPH.

G-12 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished. See Rules 222(A), (B) and (C).

G-13 In addition to Rule 806 of the Consolidated Code of Operating Rules concerning the handling of occupied outfit cars, the following will also apply:

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

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are left on other than a siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-14 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.

G-15 The provisions of Rule 46 of the Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol Form 2697 Revised, effective September 1, 1974 will apply at the following points: St. Paul Yard—Aberdeen—Miles City—Deer Lodge—Othello.

G-16 Before rail detector cars are operated through interlockings, an understanding must be had with the control operator that no switches or derails will be moved until the detector car reports clear.

G-17 Safety Instruction 161-S (1) is cancelled. Employees are prohibited from riding on engine footboards or pilot steps.

G-18 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

G-19 A train order or clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottle 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.

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.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

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

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

G-24 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.

G-25 For the comfort of the passengers, the air conditioning on air conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-26 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for train personnel 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.

G-27 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.

G-28 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 Posters No. 1, 2, 3, 4 and 5 published by the Bureau of Explosives, AAR.

G-29 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 cars 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 (5) 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.

GENERAL SPEED RESTRICTIONS

G-30 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 silicon ore, loaded in open top equipment other than ore cars.	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars On Branch Lines	20
On Main Lines	25
The following diesel engines either dead in train or operating under own power:	
690 AB to 696 AB	50
860 to 881	45
Loaded unit coal Trains	35
Trains handling equipment designed for continuous welded rail both when loaded or empty,	
On main track	25
Through turnouts and crossovers	10

NOTE: Equipment for handling continuous welded rail, 26 cars or more, all permanently coupled, will also include a buffer car at each end and a caboose for Maintenance of Way supervisor in charge who will accompany loaded trains, inspecting hold-down devices at every opportunity. Car inspectors must be informed when an inspection has been made. The Maintenance of Way supervisor must be notified of any defect found in the train before it is moved.

Couplers on this equipment are blocked out against slack and thus susceptible to damage from rough handling.

Equipment equipped to handle continuous welded rail must be handled only as a unit with air brakes cut in and operative. Equipment must not be switched with or humped and must not be cut off while in motion. No other equipment must be allowed to couple into this equipment while in motion.

After entering a siding or yard track, trains handling this equipment must not proceed until authority to do so is first obtained from the Maintenance of Way supervisor in charge.

G-31 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-32 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify chief dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

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

G-33 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.

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	30 MPH	20 MPH
Seventh Subdivn	30 MPH	20 MPH
Eighth Subdivn	25 MPH	20 MPH
Ninth Subdivn	20 MPH	20 MPH
Fifteenth 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
Sixteenth Subdivn	15 MPH	15 MPH
Seventeenth Subdivn	15 MPH	15 MPH
Eighteenth Subdivn	15 MPH	15 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	10 MPH	10 MPH
Twelfth Subdivn	25 MPH	20 MPH
Thirteenth Subdivn	15 MPH	10 MPH
Fourteenth Subdivn	15 MPH	10 MPH
Sixteenth Subdivn	10 MPH	10 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	20 MPH	15 MPH
Twenty-third Subdivn	20 MPH	15 MPH
Twenty-fourth Subdivn	20 MPH	15 MPH

X2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with heavy end trailing, the speed must be further reduced to insure safe movement.

Montana Divn	On Tangent Track	On Curves
First Subdivn	35 MPH	30 MPH
Second Subdivn	35 MPH	30 MPH
Third Subdivn	35 MPH	30 MPH
Fourth Subdivn	35 MPH	30 MPH
Fifth Subdivn	35 MPH	25 MPH
Sixth Subdivn	35 MPH	25 MPH
Seventh Subdivn	35 MPH	25 MPH
Eighth Subdivn	25 MPH	20 MPH
Ninth Subdivn	20 MPH	20 MPH
Fifteenth Subdivn	15 MPH	15 MPH
Tenth Subdivn	25 MPH	20 MPH
Eleventh Subdivn	20 MPH	20 MPH
Twelfth Subdivn	15 MPH	15 MPH
Thirteenth Subdivn	25 MPH	20 MPH
Fourteenth Subdivn	15 MPH	15 MPH
Sixteenth Subdivn	15 MPH	15 MPH
Seventeenth Subdivn	15 MPH	15 MPH
Eighteenth 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	10 MPH	10 MPH
Twelfth Subdivn	20 MPH	15 MPH
Thirteenth Subdivn	15 MPH	10 MPH
Fourteenth Subdivn	15 MPH	10 MPH
Sixteenth Subdivn	10 MPH	10 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	20 MPH	15 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:

- Mobridge East crossover switch, east end of old yard
- Marmarth East end of yard
- Miles City West lead switch west of new passenger station
- 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 2697 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 815 and 818
Eastbound at MP 973 and 970
- Second Subdivn Westbound at MP 1019 and 1022
Eastbound at MP 1113 and 1110
- Third 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
- Fourth Subdivn Westbound at MP 1341 and 1344
Eastbound at MP 1446 and 1443
- Fifth Subdivn Westbound at MP 1454 and 1457
Eastbound at MP 1551 and 1548
- Sixth Subdivn Westbound at MP 1564 and 1567
Eastbound at MP 1661 and 1658
- Seventh 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

X8 Derailed car indicators in service at the following locations:

MONTANA DIVISION

- MP 1770.2 between Avery and Stetson
- MP 1767.7 between Stetson and Kyle
- MP 1766.9 between Stetson and Kyle
- MP 1763.5 between Kyle and Falcon
- MP 1762.7 between Kyle and Falcon
- MP 1758.5 between Falcon and Adair
- MP 1757.6 between Falcon and Adair
- MP 1753.9 between Adair and Roland
- MP 1752.7 between Adair and Roland
- MP 1747.2 between East Portal and Bryson
- MP 1742.7 between Bryson and Saltese
- MP 1741.4 between Bryson and Saltese
- MP 1737.7 between Saltese and Haugan
- MP 1513.8 between Newcomb and Janney
- MP 1513.0 between Newcomb and Janney
- MP 1506.8 between Janney and Donald
- MP 1501.9 between Donald and Grace
- MP 1501.3 between Donald and Grace
- MP 1496.4 between Grace and Cedric
- MP 1495.5 between Grace and Cedric
- MP 1492.3 between Cedric and Piedmont
- MP 1491.2 between Cedric and Piedmont
- MP 1490.0 between Cedric and Piedmont
- MP 1471.1 between Jefferson Island and Sappington
- MP 1467.2 between Jefferson Island and Sappington
- MP 1426.8 between Cardinal and Deer Park
- MP 1425.1 between Cardinal and Dee Park
- MP 1419.7 between Deer Park and Maudlow
- MP 1413.6 between Maudlow and Francis
- MP 1413.1 between Maudlow and Francis
- MP 1406.1 between Francis and Sixteen

WASHINGTON DIVISION

MP 1821.5 between St. Maries and Ramsdell
 MP 1826.2 between Ramsdell and Pedee
 MP 1827.8 between Ramsdell and Pedee
 MP 1832.4 between Pedee and Plummer
 MP 1834.7 between Pedee and Plummer
 MP 1835.7 between Pedee and Plummer
 MP 1839.8 between Plummer and Mowry
 MP 1946.7 between Pizarro and Lind
 MP 1960.9 between Servia and Roxboro
 MP 1966.8 between Roxboro and Warden
 MP 1983.6 between Warden and Othello
 MP 1995.3 between Othello and Taunton
 MP 2000.6 between Taunton and Corfu
 MP 2004.9 between Corfu and Royal City Jct.
 MP 2027.5 between Beverly and Doris
 MP 2032.9 between Doris and Rye
 MP 2037.6 between Rye and Boylston
 MP 2047.3 between Boylston and Kittitas
 MP 2052.0 between Boylston and Kittitas
 MP 2065.2 between Ellensburg and Horlick
 MP 2100.3 between Easton and Hyak
 MP 2111.5 between Easton and Hyak
 MP 2121.3 between Hyak and Bandera
 MP 2126.9 between Bandera and Cedar Falls
 MP 2129.9 between Bandera and Cedar Falls
 MP 2131.2 between Bandera and Cedar Falls
 MP 2134.2 between Bandera and Cedar Falls
 MP 2135.5 between Bandera and Cedar Falls
 MP 2143.3 between Bagley Jct. and Trude
 MP 2151.9 between Trude and Maple Valley
 MP 1.2 between Tacoma Jct. and Hillsdale
 MP 2.0 between Tacoma Jct. and Hillsdale
 MP 2.6 between Tacoma Jct. and Hillsdale
 MP 17.7 between Strandell and Everson
 MP 17.8 between Strandell and Everson

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 engine approaches these indicators, the engineer must observe the aspect and advise a member of the crew in the caboose accordingly. After the caboose passes and observes the aspect, he must advise the engineer what the aspect conveys.

- X9 The wires on the 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, 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.

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 Locotrol, Form 2697 Rev. effective Sept. 1, 1974, the following will govern:

- (a) 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.
- (b) 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.
- (c) 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 MP 2128 for inspection and to permit wheels to cool.

When air brakes are used in conjunction with dynamic braking, stop will not be required.

- (d) 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.
- (e) 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.
- (f) 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.
- (g) 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.

(h) 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.

(i) 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. Nor to trains carrying symbol of No. 201 and 205 when operating with less than 3800 tons.

(j) 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.

(k) 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

X13 Controlled Automatic Block (CAB)—A system under which certain signals and switches are controlled from a central location.

(a) Between Mobridge and the west switch of the siding at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth, the signals and interlocked switches are controlled by the train dispatcher at Aberdeen.

(b) Rules 261, 262, 263, 264, 267, 268, 269, 269(A), 270, 271, 272, 275, 275(A) and 276 apply.

(c) Rule 268(A) applies only at the following locations:

Name	Location
House tracks (old siding)	White Butte

(d) Under Form S-C Train Orders, when right is given to the beginning of CAB territory, the first named train may proceed in accordance with the instructions outlined above, but must not leave CAB territory to enter single track until the second named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing trains as required by the Rules.

(e) Trains or engines must not pass beyond the limits of this territory without proper authority, including the information required by Rule S-83.

(f) Extra trains may be run between Mobridge and Hettinger and between Rhame and Marmarth without train orders.

X14 When operating snow plows a maximum of two units are to be operated under power. All additional units in excess of two must be isolated.

X15 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the Ninth, Eleventh, Twelfth, Sixteenth, Seventeenth and Eighteenth Subdivns.

X16 Rail detector cars must be protected by a track shunt before entering automatic interlocking limits at Sinclair and Huson.

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 Roland, when trains meet and westward train takes siding, the eastward train should not pass the eastward automatic block 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.

X20 General Rule 1(b) appearing on Page 6 of the Rules and Instructions governing operation and maintenance of air brakes, air signals, locotrol has been modified to provide that the Standard Brake Pipe Pressure of Colstrip-Columbia coal trains be 90 P.S.I. The rule remains unchanged for other freight trains.

X21 Loaded unit coal trains must be operated on the main track except when the mine loop is being used. In emergency, other tracks may be used only with extreme caution.

MONTANA FIRST SUBDIVN

X22 At Bucyrus, Gascoyne, Buffalo Springs and Bowman when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the near end of the siding until the train that is to take siding has arrived.

MONTANA SECOND SUBDIVN

X23 Speed Restrictions (in addition to General Speed Restrictions)

Location	Maximum Speed MPH
Miles City—Through city limits	20

X24 Bridge AA-424 between Terry and Susan is protected by a fire detection system. When a train or engine is stopped by a stop and proceed indication at Signal 1082-3 or 1085-8, 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 AA-424 and be governed by instructions received. In case of failure of means of communication, the bridge must be inspected before crossing.

X25 Bridge AA-478 located between MP 1108 and MP 1109 between Kinsey and Tusler will be protected by a fire detection system. When a train or engine is stopped by a stop and proceed indication at signals 1106-7 or 1110-0, 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 AA-478 and be governed by instructions received. In case of failure of means of communication, the bridge must be inspected before crossing.

MONTANA THIRD SUBDIVN

X26 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.

X27 Speed restrictions (in addition to General Speed Restrictions)
Miles City — through city limits 20 MPH

X28 High load indicator located 6 poles east of MP 1334 between Harlowton and Shawmut has a restricted clearance of 19 ft. 3 inches.

MONTANA FIFTH SUBDIVN

X29 Speed restrictions (in addition to General Speed Restrictions)
Butte — through city limits 20 MPH
(Butte City limits between Holmes St. and Montana St.)

X30 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 SIXTH SUBDIVN

X31 At Deer Lodge, the cross-over switches between yard tracks 4, 5 and 6, except when being used, must be lined for through movement on yard tracks.

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 SEVENTH SUBDIVN

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 NINTH SUBDIVN

X40 Do not exceed 5 MPH over Broadway highway crossing at Manhattan.

Do not exceed 5 MPH over SAS Route 347 crossing at Baker Creek. If necessary to switch over this crossing must have flagman at crossing.

MONTANA TENTH SUBDIVN

X41 Speed Restrictions (in addition to General Speed Restrictions)
Through Lewiston City Limits 8 MPH
Through Moore City Limits 25 MPH

X42 At Harlowton cars should not be left fouling insulated joints at either end of the Mill Tracks.

MONTANA THIRTEENTH SUBDIVN

X43 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

X44 Eastward BN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P Clearance before arriving at Spring Creek Jct. BN trains will obtain such Clearance at Great Falls.

X45 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 Salem account slide conditions.

MONTANA FOURTEENTH SUBDIVN

X46 Speed Restrictions (in addition to General Speed Restrictions)
GP9 or larger 4 Wheel Truck Diesels 10 MPH

MONTANA FIFTEENTH SUBDIVN

X47 Speed Restrictions (in addition to General Speed Restrictions)
1000 HP Diesels 10 MPH

MONTANA SIXTEENTH SUBDIVN

X48 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH
1750 HP Diesels GP 9 four wheel truck 15

MONTANA SEVENTEENTH SUBDIVN

X49 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH
1750 HP Diesels GP 9 four wheel truck 15

MONTANA EIGHTEENTH SUBDIVN

X50 Speed Restrictions (in addition to General Speed Restrictions)

Location	Maximum Speed MPH
1750 HP Diesels GP 9 four wheel truck	15
Over FAS Route 520 — First crossing east of station building at Regent	10

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 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.

X66 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 FIRST SUBDIVN

X67 At Plummer the Jct. switch, when not in use must be left lined and locked for First Subdivn.

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

X69 At Malden reachers must be used when spotting and picking up cars on No. 9 track, account close clearance of gravel pile on both sides of track.

X70 Lookout for open ditch along south rail of No. 3 track in Plummer yard.

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

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

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

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

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

WASHINGTON SECOND SUBDIVN

X74 The tunnel door indicator light located adjacent to signal 36-0 between MP 2118 and MP 2119 between Hyak and Bandera is illuminated when the tunnel door is open and will be extinguished when the door is closed. When the tunnel door indicator light is not illuminated, trains must stop before entering the tunnel and will be governed by instructions of the Train Dispatcher. Telephones are located at Signal 36-0 and at the west end of the tunnel.

X75 High Wind Indicators are in service at the following locations:

- East Switch Beverly adjacent to signal 140-5 at MP 2024.5
- Beverly Jct. adjacent to eastward absolute signal at MP 2026.5
- East Switch Boylston adjacent to eastward absolute signal at MP 2043.4

The HIGH wind indicators are amber colored lights and are illuminated when wind conditions are normal across Beverly bridge and will be extinguished when winds are excessive across Beverly Bridge. When the high wind indicator light is not illuminated, trains must stop and will be governed by instructions of the train dispatcher.

X76 Speed Restrictions (in addition to General Speed Restrictions)

	Maximum Speed MPH
Corporate Limits City of Ellensburg	35

X77 Tracks 4 and 5 in Cle Elum yard are out service for locomotives from 500 feet west of east switch to 500 feet east of west switch.

WASHINGTON THIRD SUBDIVN

X78 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

X79 At Tacoma, normal position of the crossing gate over railroad crossing serving connection track to Tacoma Municipal Belt Railroad, located approximately 4500 feet west of Tacoma Jct. in double track territory, is for continuous movement over CMStP&P tracks.

X80 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.

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., 240-N Fig. 2.

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

The top unit governs westward CMStP&P movements to the 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 CMStP&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 CMStP&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 West Siding must not pass signal at west switch until westward train has arrived.

X86 All eastward trains from Third Subdivn, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone, or radio 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.

X90 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

(2) And, in addition thereto, at all other grade crossings not protected by flashing lights, bell signals or traffic signals."

WASHINGTON FOURTH SUBDIVN

X91 Movement on team track over D Street at Tacoma must be protected as prescribed by Rule 103.

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.

X92 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 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."

X93 Speed Restrictions (in addition to General Speed Restrictions)

Table with 2 columns: Location and Maximum Speed MPH. Includes entries for Chehalis, Tacoma, Hillsdale, Blakeslee Jct., and Frederickson.

X94 At Chehalis the normal position of the crossing gates over the BN crossings is for movements on the CMStP&P tracks.

X95 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.

X96 Eastward trains handling empty log flats between Hillsdale and Tacoma Jct. must be in the rear third portion of the train and in no case, more than 10 heavy loads behind the log flats.

WASHINGTON FIFTH SUBDIVN

X97 Speed Restrictions (in addition to General Speed Restrictions)

Table with 2 columns: Location and Maximum Speed MPH. Includes entry for Spokane, over Fancher Road crossing.

X98 All trains enroute from East Spokane to the Milwaukee at Manito must receive a Milwaukee clearance in addition to a Union Pacific clearance at East Spokane. 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 or St. Maries.

X99 At Burlington Northern crossing at Spokane, when control operator is unable to clear the signal and movement is authorized as per Rule 606(a) and 606(b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

X100 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.

X101 Union Pacific R.R. trains entering Milwaukee R.R. Fifth Subdivn at Plummer must receive a Milwaukee R.R. clearance at Kellogg-Wardner or Plummer. A wire failure Milwaukee clearance as provided for in rule 220A must not be issued or accepted at Kellogg-Wardner.

WASHINGTON NINTH AND ELEVENTH SUBDIVNS

X103 Speed Restrictions (in addition to General Speed Restrictions)

Table with 2 columns: Location and Maximum Speed MPH. Includes entries for 1000 and 1200 HP Diesels, OPC track, and Slade Crossing.

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, 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 miles east Tanner	15
Snoqualmie Falls from Weyerhaeuser office to 500 feet west	6
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 crossing 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 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 1/2 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.

X115 Crews unloading and loading barges must use air at all times.

WASHINGTON FIFTEENTH SUBDIVN

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

X118 Class U-23B locomotives cannot be operated on the Fifteenth Subdivn, the locomotives are numbered 5000 thru 5004.

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. 13 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 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 Lone 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 Milwaukee clearance at East Spokane and a BN 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 CMStP&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 CMStP&P clearance at the BN telegraph office at Spokane.

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.

X141 Class U-23B locomotives cannot be operated on Twenty-Fourth Subdivn. These locomotives are numbered 5000 through 5004.

X142 Chip cars loaded or empty, in series MILW 276000 through 276149 are restricted to a maximum speed of 18 MPH when handled on the Twenty-Fourth Subdivn.

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.

COMPANY PHYSICANS ARE LOCATED AS FOLLOWS

LOCATION	NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
Chicago	Dr. M.J. Tremaine, Jr.	Medical Officer . . . . .	.236-7600	
Seattle	Dr. H.M. Hackedorn.	Medical Director . . . . .	.329-0200 . . . . .	.454-3151
Seattle	Dr. J.L. Caner	Examining Surgeon . . . . .	.325-2603	
Seattle	Dr. J. Sproul	Examining Surgeon . . . . .	.329-0200	
Seattle	Dr. L.J. Sarro	Oculist . . . . .	.624-7890 . . . . .	.524-2245
Spokane	Dr. M.P. Berg	Oculist . . . . .	.838-2757 . . . . .	.838-1616
Spokane	Dr. J.E. Ayers	Examining Surgeon . . . . .	.928-2082 . . . . .	.255-6276
Spokane	Dr. C.L. Kyle	Examining Surgeon . . . . .	.624-7744 . . . . .	.828-7581
Rosalia	Dr. O.I. Lowry	Examining Surgeon . . . . .	.523-2061 . . . . .	.523-2066
Newport	Dr. R.B. Morrow	Re-Examining Surgeon . . . . .	.447-3139 . . . . .	.447-4206
Coeur d' Alene	Dr. W.T. Wood	Re-Examining Surgeon . . . . .	.664-2218 . . . . .	.664-5632
St. Maries	St. Joe Valley Clinic	Examining Surgeons . . . . .	.245-2591	
Moses Lake	Dr. K.P. Conklin	Company Doctor . . . . .	.765-3433 . . . . .	.765-5273
Othello	Dr. K.Q. Pershall	Examining Surgeon . . . . .	.488-3812 . . . . .	.488-3811
Othello	Dr. R.P. Bunch	Examining Surgeon . . . . .	.488-3812 . . . . .	.489-2540
Ellensburg	Taylor-Richardson Clinic	Examining Surgeon . . . . .	.925-9891	
Ellensburg	Dr. Herbert Herbert	Oculist . . . . .	.925-5911 . . . . .	.968-3344

COMPANY PHYSICIANS – Continued

LOCATION	NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
Cle Elum	Dr. R.W. Bolton	Company Doctor	674-4421	674-2374
Snoqualmie	Snoqualmie Valley Clinic	Examining Surgeons	888-2299	
Everett	Dr. H.D. Waltz	Oculist	252-2733	272-2862
Enumclaw	Dr. K.A. Anderson	Re-Examining Surgeon	825-3501	825-3901
Kent	Dr. S.W. Shaw	Examining Surgeon	852-2492	
Metaline Falls	Dr. Frank R. Hammerstrom	Examining Surgeon	446-3501	
Renton	Dr. F.W. Reeb	Company Doctor	226-0962	226-0962
Auburn	Dr. R.I. Shapard	Company Doctor	833-6710	
Puyallup	Dr. E.F. McCabe	Re-Examining Surgeon	845-6682	845-8176
Sumner	Dr. J.M. Kanda	Company Doctor	863-6338	
Tacoma	Dr. S.E. Adams	Examining Surgeon	383-1559	752-1492
Tacoma	Dr. G.F. McBride	Examining Surgeon	272-5385	759-7564
Tacoma	Dr. W. W. Mattson, Jr.	Examining Surgeon	272-4197	
Tacoma	Dr. P.B. Smith, Jr.	Oculist	272-2356	752-6201
Tacoma	Dr. B.M. Dodge	Oculist	383-3709	588-3775
Eatonville	Dr. D.M. Nevitt	Company Doctor	832-3111	832-3116
Morton	Dr. B. Bede	Company Doctor	496-5145	496-5713
Morton	Dr. J. Arnold Wark		496-5145	
Chehalis	Steck Memorial Clinic		748-0311	
Port Angeles	Olympic Memorial Hospital			
Port Townsend	Port Townsend Medical Clinic		385-2424	
Bellingham	Dr. E.M. Rideout	Examining Surgeon	733-2970	
Bellingham	Dr. M.E. Altman	Examining Surgeon	734-4380	734-0694
Bellingham	Dr. R.F. Kaiser	Oculist	733-6300	734-5865
Everson	Dr. K.H. Spady	Re-Examining Surgeon	966-3441	734-0694
Lind	Dr. J. Jardee	Company Doctor	677-3445	677-3250
Portland	Dr. A.L. Mundal	Company Doctor	228-8181	226-0123
Superior	Mineral County Public Health Clinic		822-4841	
Superior	Tamarack Medical Clinic		822-4821	
Missoula	Dr. J.A. Evert	Examining Surgeon	548-8273	549-2677
Missoula	Dr. J.E. Olson	Examining Surgeon	728-6021	
Missoula	Dr. H.R. Crissman	Oculist	728-1810	
Missoula	Dr. L.W. Lehwalder	Oculist	728-1811	549-9526
Deer Lodge	Dr. L.M. Benjamin	Examining Surgeon	846-1722	846-1721
Deer Lodge	Dr. F.L. Bertoglio	Examining Surgeon	846-1722	846-2816
Deer Lodge	Dr. S.N. Smith	Examining Surgeon	846-1722	846-2776
Deer Lodge	Dr. J.E. Cash	Optometrist		
Butte	Dr. G.M. Gilboy	Re-Examining Surgeon	723-6713	792-0829
Butte	Murray Clinic		723-5474	
Butte	Dr. F.H. Burton	Oculist	792-1276	792-4058
Whitehall	Dr. G.S. Sacry		287-3003	
Three Forks	Dr. E.E. Bertagnoli	Examining Surgeon	285-3251	285-3265
Manhattan	Dr. E.L. King	Re-Examining Surgeon	284-3288	284-6557
Bozeman	Dr. D.L. Schumacher	Examining Surgeon	587-5561	587-7785
Bozeman	Dr. R.B. Farnsworth	Oculist	586-5155	586-9517
Bozeman	Dr. E.R. Lensink	Oculist	587-3250	
Bozeman	Dr. K.M. Younger	Oculist	587-3250	
White Sulphur Springs	Dr. E.J. King	Company Doctor	547-3334	
Harlowton	Dr. R.G. Johnson	Examining Surgeon	632-4343	
Harlowton	Dr. G.M. Shiotani	Examining Surgeon	632-4343	
Harlowton	Dr. F.O. Rosenberg	Optometrist		
Billings	Dr. J.H. Schaeffer	Company Doctor	252-0450	658-5563
Billings	Dr. J.R. Burg	Company Doctor	252-4141	
Billings	Dr. Thomas Moreledge	Oculist	248-3121	
Roundup	Roundup Medical-Surgical Clinic		323-1658	
Roundup	Dr. R.L. Blandeau	Examining Surgeon	323-1658	
Roundup	Dr. D.R. Davis	Examining Surgeon	323-1111	
Miles City	Dr. Malcolm Winter, Jr.	Examining Surgeon	232-0790	232-4847
Miles City	Dr. E.H. Rowen	Oculist	232-2110	

COMPANY PHYSICIANS – Continued

LOCATION	NAME	TITLE	OFFICE PHONE	RESIDENCE PHONE
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
Lewistown	Dr. P.J. Gans	Examining Surgeon	.538-3404	
Great Falls	Dr. F.K. Waniata	Examining Surgeon	.453-1696	.453-6991
Great Falls	Dr. L.D. McGlynn	Oculist	.761-5422	.452-3486
Choteau	Dr. M.A. Johnson	Company Doctor	.466-2630	
Baker	Dr. J.M. Hiner	Company Doctor	.778-2025	
Bowman	Dr. P.L. Ahlness	Company Doctor	.523-3271	
Hettinger	Dr. J.M. Mattson	Company Doctor	.567-2414	
Hettinger	Dr. G.T. Sailer	Company Doctor	.567-2414	
McLaughlin	Dr. Peter Knowles-Smith	Examining Surgeon	.823-4774	
McLaughlin	Dr. G.C. Torkildson	Oculist	.823-4234	
Mobridge	Mobridge Medical Clinic		.845-2962	

HOSPITALS

Seattle	Providence Center	Spokane	Valley General Hospital
Seattle	Swedish Hospital	Coeur D' Alene	Kootenai Memorial Hospital
Tacoma	Doctors Hospital	St. Maries	Benewah Community Hospital
Tacoma	St. Joseph's Medical Center	Superior	Mineral County Hospital
Tacoma	Tacoma General Hospital	Missoula	Community Hospital
Renton	Valley General Hospital	Missoula	General Hospital
Auburn	Auburn General Hospital	Missoula	St. Patrick Hospital
Puyallup	Good Samaritan Hospital	Great Falls	Columbus Hospital
Bellingham	St. Joseph General Hospital	Choteau	Teton Memorial Hospital
Bellingham	St. Luke's Hospital	Deer Lodge	Powell County Memorial Hospital
Everett	General Hospital of Everett	Butte	St. James Community Hospital
Everett	Providence Hospital	Butte	Silver Bow General Hospital
Port Angeles	Olympic Memorial Hospital	Bozeman	Bozeman Deaconess Hospital
Port Townsend	St. John's Hospital	Harlowton	Wheatland Memorial Hospital
Aberdeen	Grays Harbor Community Hospital	Lewistown	Central Montana Hospital
Chehalis	St. Helen's Hospital	Roundup	Roundup Memorial Hospital
Cle Elum	Roslyn-Cle Elum Hospital	Billings	Billings Deaconess Hospital
Ellensburg	Kittitas Valley Community Hospital	Billings	St. Vincent's Hospital
Othello	Othello Community Hospital	Miles City	Holy Rosary Hospital
Spokane	Deaconess Hospital	Bowman	St. Lukes Tri-State Hospital
Spokane	Sacred Heart Medical Center	Hettinger	Community Memorial Hospital
Spokane	St. Luke's Hospital	Mobridge	Mobridge Community Hospital



POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

HOW TO USE THIS CHART

- To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies.
- See footnotes for explanation of reference marks.

TYPE OF CAR	PLACARD APPLIED ON CAR		MUST NOT BE PLACED NEXT TO:											
	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT	E N G I N E	Loaded	Flat	Car	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Stoves Or Lanterns	Car	Caboose	E X P L O S I V E S	P O I S O N G A S	R A D I O A C T I V E	U N D E R L O P E D Film	Any Loaded Car Except Combustible
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ANY CAR EXCEPT TANK CAR			X	X	X	X	X	X	X	X	X	X	X	X
TANK CAR		X	X	X	X	X	X	X	X	X	X	X	X	X
ANY CAR			X	X	X	X	X	X	X	X	X	X	X	X
LOADED TANK CAR		X	X	X	X	X	X	X	X	X	X	X	X	X
EMPTY TANK CAR			X	X	X	X	X	X	X	X	X	X	X	X
ANY CAR			X	X	X	X	X	X	X	X	X	X	X	X
ALL OTHER LOADED CARS			X	X	X	X	X	X	X	X	X	X	X	X

① A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.
This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.