

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

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

**MONTANA DIVISION
AND
WASHINGTON DIVISION**

**JOINT
TIME TABLE
NO. 3**

**MAINTENANCE OF WAY
CONDITIONAL STOP
(FORM Y TRAIN ORDER)**

WHEN A TRAIN OR ENGINE FINDS A RED FLAG DISPLAYED TO THE RIGHT OF THE TRACK AS VIEWED FROM AN APPROACHING TRAIN WITHIN THE LIMITS OF A FORM Y TRAIN ORDER, STOP MUST BE MADE BEFORE ANY PART OF TRAIN OR ENGINE PASSES THE RED SIGNAL UNLESS A PROCEED SIGNAL IS GIVEN WITH A YELLOW FLAG OR VERBAL PERMISSION IS GIVEN IN THE FOLLOWING FORM:

"MILWAUKEE ROAD FOREMAN CALLING EXTRA 232 EAST ABOUT ORDER NO. _____."

WHEN ENGINEER ANSWERS, THE FOREMAN WILL STATE: "EXTRA 232 EAST MAY PASS RED SIGNAL AT (LOCATION) WITHOUT STOPPING."

A DIFFERENT SPEED THAN THAT SHOWN IN THE TRAIN ORDER MAY BE AUTHORIZED BY ADDING:

"PROCEED AT _____ MPH" OR "PROCEED AT NORMAL SPEED."

THESE INSTRUCTIONS MUST BE REPEATED BY THE ENGINEER.

A GREEN FLAG DISPLAYED TO THE RIGHT OF THE TRACK INDICATES THE END OF THE RESTRICTION.

Taking effect at
1:01 AM Mountain Standard Time
12:01 AM Pacific Standard Time

Wednesday, March 15, 1978

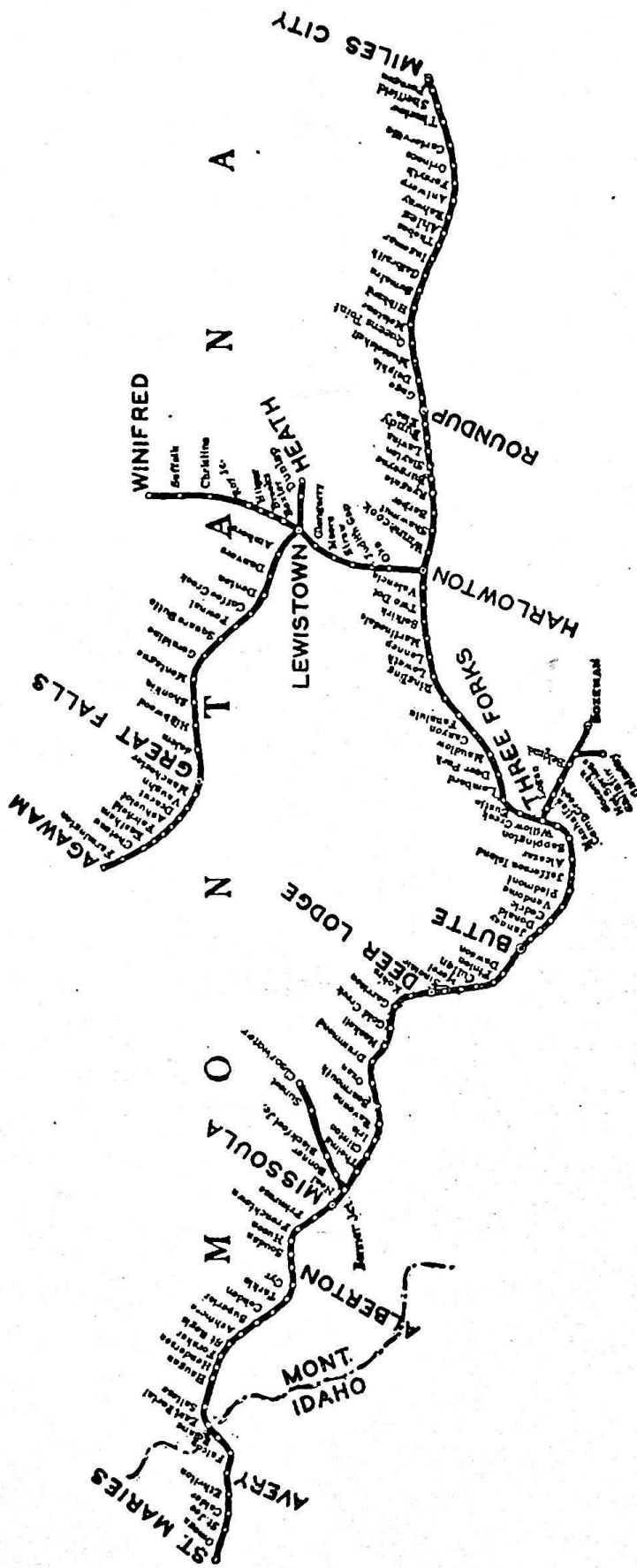
For the government and information
of employees only

G. A. JONASSON
Division Manager
Montana Division

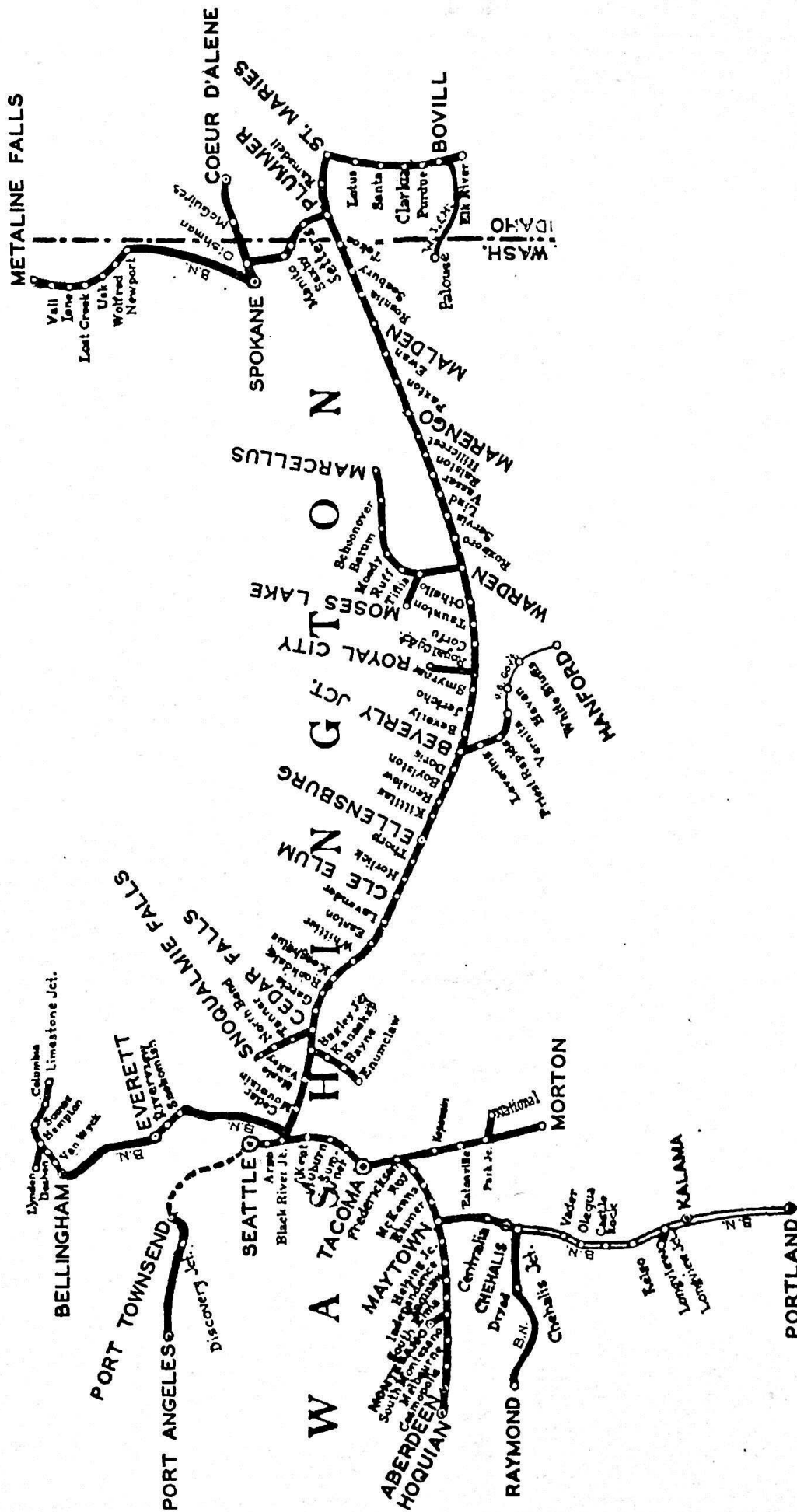
J. W. STUCKEY
Division Manager
Washington Division

Q. W. TORPIN
Assistant Vice President-Transportation

W. F. PLATTENBERGER
Assistant Vice President - General Manager



MONTANA DIVISION



WASHINGTON DIVISION

1-78

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WESTWARD

MONTANA DIVN – THIRD SUBDIVN

EASTWARD

		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 8.3	216.7	BFKOP QRTWYZ	Continuous	A	
		5971	1127.1		PARAGON 7.8	208.4	P	None		
		5159	1134.9		SHEFFIELD 17.6	200.6	P	None		
		8459	1152.5		CARTERVILLE 11.3	183.0	P	None		
			1163.8	FS	FORSYTH 3.1	171.7	OPQ	8:00AM to 5:00PM Except Sat. & Sun.		
		6494	1166.9		COLD SPRINGS 24.5	168.6	P	None		
		8676	1191.4		AHLES 12.5	144.1	P	None		
		5973	1203.9	MR	INGOMAR 10.2	131.6	PQ	None		
		5951	1214.1		SUMATRA 16.8	121.4	P	None		
		8841	1230.9	MS	MELSTONE 11.9	104.6	OPQW	8:00AM to 4:00PM Except Friday 10:00PM to 6:00AM Except Sat. & Sun.		
		4596	1242.8		MUSSELSHELL 15.3	92.7	P	None		
		6142	1258.1		GAGE 7.3	77.4	P	None		
		6350	1265.4	RU	ROUNDUP 9.7	70.1	OPQTW	8:00AM to 5:00PM Except Sat. & Sun.		
		5143	1275.1		ELSO 15.3	60.4	P	None		
		8324	1290.4		LAVINA 15.6	45.1	P	None		
		6473	1306.0	R	RYEGATE 13.5	29.5	OP	8:00AM to 5:00PM Except Sat. & Sun.		
		8277	1319.5		SHAWMUT 16.0	16.0	P	None		
A			1335.5	HY	HARLOWTON	0.0	BFJKOP 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 — 6.2 —	113.9	BFJKOP QRTWYZ	Continuous	A	
		3664	1341.7		VALENCIA — 5.8 —	107.7	P	None		
		6149	1347.5	WO	TWO DOT — 12.2 —	101.9	P	None		
		6240	1359.7	MX	MARTINSDALE — 11.4 —	89.7	OP	1:00PM to 10:00PM Except Sat. & Sun.		
		6221	1371.1		LENNEP — 5.6 —	78.3	P	None		
		3663	1376.7		BRUNO — 8.5 —	72.7	P	None		
		6463	1385.2		HAMEN — 7.3 —	64.2	P	None		
		7122	1392.5	D	RINGLING — 10.6 —	56.9	OP	6:00AM to 3:00PM Except Sat. & Sun.		
		3629	1403.1		SIXTEEN — 8.0 —	46.3	P	None		
		6468	1411.1		FRANCIS — 6.0 —	38.3	P	None		
		5664	1417.1		MAUDLOW — 5.7 —	32.3	PQ	None		
		3782	1422.8		DEER PARK — 5.8 —	26.6	P	None		
		6506	1428.6		CARDINAL — 12.3 —	20.8	P	None		
		6532	1441.3		EUSTIS — 8.5 —	8.5	P	None		
A			1449.8	FO	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	None		
		6544	1474.4		11.7 JEFFERSON ISLAND	24.6	P	None		
		6383	1484.3		9.9 (B.N. Crossing) PIEDMONT	34.5	APQ	None		
		6653	1493.5		9.2 CEDRIC	43.7	P	None		
		4237	1498.4		4.9 GRACE	48.6	P	None		
		5817	1505.0		6.6 DONALD	55.2	P	None		
		4564	1511.7		6.7 JANNEY	61.9	P	None		
		6648	1515.3		3.6 NEWCOMB	65.5	PY	None		
		4172	1519.9	GS	4.6 BUTTE YARD	70.1	BKOPQY	Continuous		
			1521.0		1.1 BUTTE	71.2	TY	None		
		9587	1523.5		2.5 ALLOY	73.7	PY	None		
			1525.1		1.6 ROCKER (B.A.&P. Crossing)	75.3	Y	None		
					2.7 (U.P. Crossing)	78.0	APY	None		
			1528.5		0.7 SILVER BOW	78.7	PY	None		
		6211	1529.6		1.1 DAWSON	79.8	PY	None		
		4897	1535.4		5.8 FINLEN	85.8	P	None		
		3618	1544.5		9.1 MOREL	94.7	P	None		
		5233	1553.7		9.2 (B.N. Crossing) SINCLAIR	103.9	AP	None		
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 5.3	111.0	BFKOP QRTWYZ	Continuous	A	1048
		4694	1566.8		KOHRNS 5.9	105.7	P	None		
		6266	1572.7		GARRISON 7.6	99.8	P	None		
		4679	1580.3		GOLD CREEK 5.7	92.2	P	None		
		4554	1586.0		HASKELL 6.4	86.5	P	None		
		4719	1592.4	DX	(B.N. Crossing) DRUMMOND 10.5	80.1	APQ	None		
		6737	1602.9		BEARMOUTH 10.1	69.6	P	None		
		4671	1613.0		RAVENNA 5.9	59.5	P	None		
		6756	1618.9		IRIS 6.1	53.6	P	None		
		4693	1625.0		CLINTON 9.9	47.5	P	None		
		7586	1634.9		BONNER JCT. 6.3	37.6	JPTY	None		
			1641.2	Q	MISSOULA 9.5	31.3	BKOP QRYZ	5:30 AM to 6:30 PM Except Sat. & Sun.		
		4636	1650.7		PRIMROSE 2.8	21.8	P	None		
			1653.5		SCHILLING 5.3	19.0	P	None		
		7153	1658.8		FRENCHTOWN 3.3	13.7	P	None		
			1662.1		(B.N. Crossing) HUSON 5.4	10.4	AP	None		
		4736	1667.5		SOUDAN 5.0	5.0	P	None		
	A 1887		1672.5	ON	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.

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

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

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	None	
	6857	1687.5		8.5 TARKIO	130.7	P	None	
	4622	1695.2		7.7 COBDEN	123.0	P	None	
	4639	1703.4		8.2 SUPERIOR	114.8	P	None	
	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	None	
	4604	1729.7		4.3 HENDERSON	88.5	P	None	
	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	None	
	6659	1744.2		3.6 BRYSON	74.0	P	None	
	5965	1749.0		4.8 EAST PORTAL	69.2	PQW	None	
	2958	1751.0		2.0 ROLAND	67.2	P	None	
	6104	1760.4		9.4 FALCON	57.8	P	None	
	1481	1765.6		5.2 KYLE	52.6	P	None	
	3778	1769.1		3.5 STETSON	49.1	P	None	
	10558	1772.8	NF	3.7 AVERY	45.4	BFOP QRTW	Continuous	
	6062	1786.6		13.8 POCONO	31.6	P	None	
	6440	1795.2		8.6 CALDER	23.0	P	None	
	6240	1806.1		10.9 ST. JOE	12.1	P	None	
		1812.7		6.6 OMEGA	5.5	P	None	
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.

WESTWARD MONTANA DIVN – EIGHTH SUBDIVN EASTWARD 9

		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	JPRT	None	A	
		2106	1.3		1.3 BONNER	1.3		None		
		510	11.8		10.5 McNAMARA	11.8		None		
		2308	25.8		14.0 SUNSET	25.8		None		
A		1387	34.8		9.0 CLEARWATER	34.8		None		

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.

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Bonner Jct.

WESTWARD MONTANA DIVN – NINTH SUBDIVN EASTWARD

		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bozeman	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours		
			0	FO	THREE FORKS	38.4	BJKOP QRTWY	Continuous	A	
			6.0		6.0 LOGAN	32.1		None		
			11.2		5.2 MANHATTAN (B.N. Crossing)	26.9	U	None		
			20.1		8.9 HOLLAND	18.0		None		
			25.2		5.1 GREENWOOD	12.9		None		
			26.7		1.5 BOZEMAN HOT SPRINGS	11.4	J	None		
			32.8		6.1 MATTHEWS	5.3		None		
			34.4		1.6 PATTERSON	3.7		None		
A			38.1	BN	3.7 BOZEMAN	0.0	JOPTZ	8:00AM to 5:00PM Except Sunday		

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

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Three Forks.

10 WESTWARD		MONTANA DIVN – FIFTEENTH SUBDIVN						EASTWARD	
		Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bozeman Hot Springs	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
			0		BOZEMAN HOT SPRINGS 4.8	0.0	J	None	A
	A		4.8		GALLATIN GATEWAY	4.8		None	

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

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Three Forks.

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 Freight Daily Except Saturday								800 Freight Daily Except Saturday
	4:00PM		0	HY	HARLOWTON 14.0	0.0	BJKOP QRTWYZ	Continuous	A 11:10PM
	4:30	1073	14.0		OKA 7.4	14.0	P	None	10:40
	4:45	1691	21.4		JUDITH GAP 8.7	21.4	PT	None	10:25
	5:10	588	30.1		McCLAVE 3.4	30.1		None	10:00
	5:20	1244	33.5		STRAW 5.0	33.5	P	None	9:50
	5:30	405	38.5		SIPPLE 4.9	38.5	P	None	9:40
	5:40		43.4	MO	MOORE 9.6	43.4	OP	7:45AM to 4:45PM Except Sat. & Sun.	9:30
	5:55	1270	53.0		GLENGARRY 8.0	53.0	P	None	9:15
	A6:10PM		61.0		LEWISTOWN YARD	61.0	BFJKOP RTWYZ	6:00PM to 2:00AM Except Saturday	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 highway crossings within yard limits at Harlowton, both located near the flour mills.

Rule 83(B) does not apply at Lewiston Yard when operator not on duty.

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	
			10.4		HEATH 1.9	9.2		None	A
			8.5		DUNLAP 7.3	7.3		None	
A			1.2		LEWISTOWN YARD	0.0	BFJKOP RTWYZ	6:00PM to 2:00AM Except Saturday	

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.

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Lewistown Yard.

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. 9.6	0.0	JPY	None	A
			9.6		BROOKS 6.1	9.6		None	
			17.1		HILGER 9.8	15.7		None	
			4.8		MOULTON 10.0	25.5		None	
			15.2		SUFFOLK 7.2	35.5		None	
A			22.4		WINIFRED	42.7	T	None	

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Winifred Jct.

12 WESTWARD			MONTANA DIVN – THIRTEENTH SUBDIVN						EASTWARD	
SECOND CLASS		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	SECOND CLASS	
801	800								Freight	Daily Except Saturday
Daily Except Saturday	Daily Except Saturday							Daily Except Saturday	Daily Except Saturday	
9:00PM			61.0		LEWISTOWN YARD 1.3	0.0	BFKOP RTWYZ	6:00AM to 2:00AM Except Saturday	A 6:10PM	
9:05			63.0	DI	LEWISTOWN 1.5	1.3	JOPTYZ	7:00AM to 4:00PM Except Sat. & Sun.	6:00	
			65.5		WINIFRED JCT. 6.5	2.8	JPY	None		
9:30	2573		70.0		HANOVER 1.0	9.3	P	None	5:40	
9:40			71.0		SPRING CREEK JCT. 3.0	10.3	JPR	None	5:35	
9:50	2197		74.0		AMHERST 6.5	13.3		None	5:25	
10:10	2276		80.5		DANVERS 14.7	19.9	P	None	5:05	
10:50	2950		95.2	DN	DENTON 10.9	34.6	OP	7:45AM to 4:45PM Except Sat. & Sun.	4:25	
11:26	2293		106.1		ARROW CREEK 11.1	45.5		None	3:40	
12:01AM	2342		117.2		POWNAI 12.1	56.6	PT	None	3:20	
12:35	2651		129.3	SB	SQUARE BUTTE 7.0	68.7		None	2:55	
1:00	3105		136.3	GE	GERALDINE 11.8	75.7	OP	7:45AM to 4:45PM Except Sat. & Sun.	2:35	
1:25	2698		148.1		MONTAGUE 8.0	87.5	P	None	2:15	
1:50	2663		156.1		SHONKIN 11.9	95.5		None	2:00	
2:20	2316		168.0	HD	HIGHWOOD 7.4	107.4	OP	7:45AM to 4:45PM Except Sat. & Sun.	1:35	
2:35	2634		175.4		WALTHAM 19.7	114.8	P	None	1:20	
A 3:50AM			195.0	FD	FALLS YARD	134.5	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.	12:30PM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

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

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

Rule 83(B) does not apply at Winifred Jct., Spring Creek. and does not apply at Lewistown Yard when operator not on duty.

WESTWARD

MONTANA DIVN – FOURTEENTH SUBDIVN

EASTWARD 13

SECOND CLASS	Length of Sidings 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								B.N. Freight Mon., Wed., & Fri. only
		195.0	FD	FALLS YARD 3.4	0.0	BFKOP RTWYZ	7:45 AM to 4:45 PM Except Sat. & Sun.	
				DEPOT SWITCH 0.5	3.4	JPY	None	
				GREAT FALLS				
				(B.N. Crossing) 3.3	3.9	UY	None	
		202.2		EMERSON JCT. 8.3	7.2	JPR	None	
		12.0		VAUGHN 5.7	15.5			
		5.8		DRACUT JCT. 7.3	21.2	JPR	None	
		224.2		ASHUELOT 10.0	28.5	P	None	
		234.2	FR	FAIRFIELD 10.2	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		EASTHAM JCT. 6.9	48.7	JPR	None	A 12:30 PM
A9:33 AM		251.3		CHOTEAU JCT. 0.6	55.6	JPR	None	12:10 PM
		251.9	CU	CHOTEAU 0.9	56.2	OP	7:45 AM to 9:45 AM 3:30 PM to 4:45 PM Except Sun. & Mon.	
				(B.N. Crossing) 5.0	57.1	U	None	
		257.6		FARMINGTON 7.5	62.1		None	
		265.1		AGAWAM	69.6	T	None	

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 of the junction switch is for the C.M.St.P.&P. track.

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

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

14 EXCERPTS FROM HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION APPLYING TO THE
HANDLING "PLACARDED CARS" IN RAILROAD TRANSPORTATION

Note: For complete information on these regulations, consult R. M. GRAZIANO'S TARIFF or B. E. PAMPHLET 20.

DEFINITIONS:

"Placarded Car" means a rail car which is placarded as required in part 172 of the regulations with one or more of the following placards:

EXPLOSIVES A	NON-FLAMMABLE GAS	FLAMMABLE SOLID
EXPLOSIVES B	CHLORINE	OXIDIZER
POISON GAS	POISON	ORGANIC PEROXIDE
FLAMMABLE SOLID	OXYGEN	CORROSIVE
RADIOACTIVE	FLAMMABLE GAS	DANGEROUS
FLAMMABLE	COMBUSTIBLE	EMPTY

This definition does not apply to FUMIGATION placards.

"Engine" means a locomotive propelled by any form of energy and used by a railroad.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Train" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

"Shipping paper" means a shipping order, bill of lading, manifest or other shipping document serving a similar purpose and containing the information required by § 172.202, § 172.203 and § 172.204.

SWITCHING

§ 174.83 Switching of cars containing hazardous materials.

(a) In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(b) A car placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES A" or "POISON GAS".

(c) When transporting a car placarded "EXPLOSIVES A" in a terminal yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(d) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

§ 174.84 Switching of flatcars carrying placarded trailers or freight containers.

(a) A placarded flatcar or a flatcar carrying a placarded trailer or freight container that bears any placard prescribed by Part 172 of this subchapter may not be cut off while in motion.

(b) No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer or freight container.

(c) No placarded flatcar or any flatcar carrying a placarded trailer or freight container may be coupled into with more force than is necessary to complete the coupling.

§ 174.85 Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

LOCATION OF PLACARDED CARS IN TRAINS

§ 174.86 Position in train of cars placarded "EXPLOSIVES A" or

"POISON GAS" when accompanied by cars carrying guards or technical escorts. 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.

§ 174.87 Placarded cars are prohibited in passenger trains,

§ 174.88 Position in train of cars placarded "EXPLOSIVES A". In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

§ 174.89 Position in train of cars placarded "RADIOACTIVE". In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

§ 174.90 Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in trains. (a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except as provided in § 174.86.
 - (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE".
 - (3) An engine;
 - (4) A wooden underframe car (except on narrow gauge railroads);
 - (5) A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph.)
 - (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
 - (7) A car with automatic refrigerator or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
 - (8) A car containing lighted heaters, stoves, or lanterns;
 - (9) A car occupied by any person, including any attendant for the cargo contained therein; or
 - (10) An occupied caboose, except as provided in § 174.86.
- (b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS".

§ 174.91 Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE". Except for a tank car placarded "COMBUSTIBLE", a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine occupied caboose, or passenger car.

§ 174.92 Separating loaded placarded tank cars other than cars placarded COMBUSTIBLE from other cars in trains. (a) In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to

- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments.
- (2) Any car placarded "EXPLOSIVES A", "RADIOACTIVE", or "POISON GAS";
- (3) An engine or occupied caboose;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, other than a specially equipped car in trailer-on-

flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:

- (i) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section), and
- (ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
- (8) A car occupied by any person, including any attendant for the cargo contained therein.

§ 174.93 Position in train of empty placarded tank cars. In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

SHIPPING PAPERS

§ 172.202 Description of hazardous material on shipping papers.

(a) Each description of a hazardous material on the shipping paper must include—

- (1) The proper shipping name prescribed for the material as required by § 172.101.
- (2) The class prescribed for the material as required by § 172.101. When the words of the proper shipping name are identical (excluding the entry "n.o.s.") with the words of the class, the inclusion of the class is not required.
- (3) (Reserved)
- (4) Except for empty packagings, the total quantity (by weight volume, or as otherwise appropriate) of the hazardous material covered by the description.

§ 172.203 Additional description requirements.

(g) Transportation by rail

(1) The shipping paper for a rail car containing a hazardous material must contain the notation "Placarded" followed by the name of the placard required for the rail car.

(2) The shipping paper for each specification DOT 112A or 114A tank car (without head shields) containing a flammable compressed gas must contain the notation, "DOT 112A" or "DOT 114A", as appropriate, and either "Must be handled in accordance with FRA E.O. No. 5" or "Shove to rest per E.O. No. 5".

§ 174.25 Additional information on waybills, switching orders and other billings.

(a) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded by Subpart F or Part 172 of this subchapter must, in addition to containing the information required by § 172.202 and § 172.203 of this sub-chapter, be plainly marked by the carrier with—

- (1) In the case of a flatcar carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and
- (2) The placard endorsement. . . . near the space on the face of the billing provided for the car number—

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The proper shipping name specified in § 172.101 of this subchapter;
- (2) The hazard class specified in § 172.101 of this subchapter.
- (3) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (4) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter;
- (5) The placard notation specified in the Table in § 174.25(a);

(c) For empty tank cars which previously contained a hazardous material, other than a combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained", followed by the name of the hazardous material last contained in the tank car, the hazard class of the material and the word, "PLACARDED". For example, EMPTY: SULFURIC ACID, Corrosive Material Placarded; or EMPTY: Last Contained SULFURIC ACID, Corrosive material, Placarded.

§ 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the

location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on the file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by § 172.202 and § 172.203 of this subchapter.

INSPECTION

§ 174.8 Inspection.

(b) At any point where a train is required to be inspected, each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See § 174.9 and § 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see § 174.10 and § 174.104.

§ 174.9 Inspection of tank cars.

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

(a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.

(d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

(e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

F.R.A. EMERGENCY ORDER No. 5

(a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) The shipping papers required by 49CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notations "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5".

(c) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. Note—DOT specification 112A and 114A tank cars may be identified by the specification marking displayed on each side of the tank near the right corner.

16 WESTWARD		WASHINGTON DIVN – FIRST SUBDIVN						EASTWARD	
		Length of Sidings 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	
			1818.0	CB	ST. MARIES	166.8	BFJKOP QRTWYZ	Continuous	A
			1823.3		5.9 RAMSDELL	160.9	P	None	
		7727	1829.3		5.9 PEDEE	155.0	P	None	
					7.2				
		6132	1836.9	WJ	PLUMMER	147.8	JKOP QRTY	7:00 AM to 3:00 PM Daily	
			1844.4		7.6 MOWRY	140.2	P	None	
		5724	1852.5		8.1 TEKOA	132.1	P	None	
					13.1				
		5533	1865.5		PANDORA	119.0	P	None	
					15.6				
		5833	1882.1	M	MALDEN	103.4	OPQTW	12:01 AM to 8:00 AM Except Sat. & Sun.	
					17.0				
		5634	1899.7		LAVISTA	86.4	P	None	
					12.6				
		5473	1912.4		REVERE	73.8	P	None	
					14.4				
		4343	1926.9	RA	MARENGO	59.4	OPQ TWY	7:00 AM to 4:00 PM Except Sat. & Sun.	
					9.5				
		5415	1936.5		RALSTON	49.9	P	None	
					14.5				
		7862	1951.0		LIND	35.4	P	None	
					12.9				
		6039	1964.4		ROXBORO	22.5	P	None	
					9.7				
		8648	1974.4		WARDEN	12.8	JPTY	None	
					12.8				
A			1987.3	SO	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 1840 and 1841 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.

WESTWARD

WASHINGTON DIVN – SECOND SUBDIVN

EASTWARD 17

	Length of Sidings 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 9.2	179.4	BFKOP QRTWY	Continuous	A	
	5724	1997.1		TAUNTON 12.4	170.2	P	None		
		2009.5		ROYAL CITY JCT. 3.1	157.8	JP	None		
	5576	2012.5		SMYRNA 13.1	154.7	P	None		
	5698	2025.6		BEVERLY 1.0	141.6	PRY	None		
		2026.4		BEVERLY JCT. 5.2	140.6	JPY	None		
	5696	2031.0		DORIS 12.6	135.4	P	None		
	5221	2043.6		BOYLSTON 10.6	122.8	P	None		
	5706	2054.1	KY	KITTITAS 6.4	112.2	OPTWY	8:00 AM to 4:00 PM 10:00 PM to 6:00 AM Daily		
	4647	2060.2		ELLENSBURG 15.3	105.8	P	None		
	5426	2075.6		HORLICK 10.0	90.5	P	None		
	6067	2086.0	CM	CLE ELUM 11.6	80.5	OPQW	12:01 AM to 8:00 AM 4:00 PM to 11:59 PM Except Sat. & Sun.		
	5301	2097.2		EASTON 17.4	68.9	PT	None		
	5989	2115.1		HYAK 7.7	51.5	PY	None		
	3548	2122.5		BANDERA 14.1	43.8	P	None		
	6608	2137.1	MY	CEDAR FALLS 8.7	29.7	BFJKOP QTWYZ	Continuous		
	5947	2145.9		TRUDE 8.3	21.0	P	None		
A		2154.2	MV	MAPLE VALLEY 10.3	12.7	JOP	Continuous		
			RN	RENTON 2.4					
			BI	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.

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

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

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

18 WESTWARD		WASHINGTON DIVN – THIRD SUBDIVN						EASTWARD	
		Length of Sidings 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	
			2175.9	OW	SEATTLE	0.0	PY		
			2175.0		STACY ST. YARD	0.0	BFK PQYZ		
					0.7 SPOKANE ST. TOWER	0.7			
					1.7 ARGO				
					(U.P. Crossing) (B.N. Crossing)	2.4			
			2171.3		1.7 VAN ASSELT	4.1			
					4.3 BLACK RIVER		IJOP QRTY	Continuous	A
			2166.0	BI	(B.N. Crossing)	8.4			
					2.2 ANDOVER	10.6	P	None	
			2167.7		4.7 KENT	15.3	BKOPQR	Continuous	
		3393	2172.5	K	1.8 WEST SIDING	17.1	P	None	
			2173.7		3.2 AUBURN	20.3	P	None	
		4508	2177.5		7.0 SUMNER	27.3	P	None	
		4539	2184.6		7.2 TACOMA JCT.	34.5	JPY	None	
A			2192.0		0.9 (B.N. & U.P. Crossing)	35.4	MPY	None	
					1.1 TIDE FLATS	36.5	BFKO PQRT WYZ	Continuous	
			2194.0	TF					

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

CTC and ABS are in use between Black River and Tacoma Jct.

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

Rule 83(B) does not apply at Tacoma Jct. and Seattle.

Eastward C.M.St.P.&P. trains must obtain a clearance at Tide Flats.

Eastward Union Pacific trains must obtain a C.M.St.P.&P. clearance at Reservation on the Union Pacific R.R.

Westward trains must obtain a clearance at Black River.

Two connection tracks are in service between Tacoma Jct. and Tide Flats.

Black River and Kent are register stations for trains originating and terminating only.

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

To Seattle via Burlington Northern 1 long 1 short 1 long

To Seattle via Union Pacific R.R. 1 long

BURLINGTON NORTHERN – BLACK RIVER

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

WESTWARD

WASHINGTON DIVN – FOURTH SUBDIVN

EASTWARD 19

		Length of Sidings 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		
			0.0		TACOMA JCT. 1.8	0.0	JPY	None	A	
			1.8	MA	TACOMA 3.5	1.8	OPQY	Continuous		
			3.2		HILLSDALE 3.7	5.3	PY	None		
		6117	7.3		ALLISON 4.2	9.0		None		
			11.2		FREDERICKSON 8.0	13.2	JPTY	None		
		3607	19.2		GREENDALE 22.0	21.2		None		
			29.6	JC	WESTERN JCT. 2.4	43.2	JOPO	8:00 AM to 4:00 PM Except Sat. & Sun.		
			32.2		SEGALE 4.8	45.6	BRP	None		
			36.9		MAYTOWN 7.4	50.4	JY	None		
		2622	7.3		ESSEX 5.0	57.8		None		
			12.9		(B.N. Crossing) (U.P. Crossing) BLAKESLEE JCT. 1.3	62.8	AY	None		
		2129	14.2		CENTRALIA 3.7	64.1	YZ	None		
		2806	17.8	CH	(2 B.N. Crossings) CHEHALIS 0.6	67.8	BKM OPQRY	Continuous		
A			18.4		(B.N. Crossing) CHEHALIS JCT.	68.8	IJMPY	None		
					LONGVIEW	114.6				
					LONGVIEW JCT.	111.2				
					VANCOUVER	146.6				
					HOYT STREET YARD	156.1				
					DEPOT YARD					
					BROOKLYN YARD	160.1				

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 Portland Avenue Tacoma and Hillsdale.

This timetable confers no authority between Chehalis Junction and Brooklyn Yard. Between Chehalis Junction and Hoyt Street Yard, Burlington Northern timetable 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 timetable governs. From 1500 ft. west of west end of Willamette River Bridge to Brooklyn Yard, Southern Pacific Rules and timetable governs.

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

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

Chehalis and Segale are register stations for trains originating and terminating only.

Rule 83(B) does not apply at Tacoma Jct. Westward trains will obtain a clearance at Tacoma.

20 WESTWARD		WASHINGTON DIVN – FIFTH SUBDIVN						EASTWARD	
		Length of Sidings 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	
			1836.1	WJ	PLUMMER 7.8	0.0	JKOP QRTY	7:00 AM to 3:00 PM Daily	A
		4653	1843.8		MOZART 12.0	7.8	P	None	
		3354	1856.0		MANITO 15.2	19.8	JPR	None	
					DISHMAN 2.1	35.0	P		
A					EAST SPOKANE	37.1	BFKO PQRYZ	Continuous Except Saturday	

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.

ABS is in use between Manito and Plummer.

This timetable confers no authority between Manito and East Spokane, Union Pacific R.R. timetable governs.

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

At Plummer and Manito, trains will register only when directed by train order to do so.

WESTWARD		WASHINGTON DIVN – EIGHTH SUBDIVN						EASTWARD	
		Length of Sidings 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	
				BM	BELLINGHAM (4 B.N. Crossings) 1.8	0.0	BFKMO PQRTYZ	Continuous	A
					SOUTH BELLINGHAM 59.3	1.8			
				RT	EVERETT 46.2	61.1	BFK OWY		
A				BI	BLACK RIVER (B.N. Crossing)	107.3	IJOP QRTY		

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

WESTWARD		WASHINGTON DIVN – NINTH SUBDIVN						EASTWARD 21	
		Length of Sidings 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 PQRTYZ	Continuous	A
			19.2		19.3 HAMPTON 5.8	19.3	JTY	None	
			24.6	SU	SUMAS 1.0	25.1	OPTY	10:00 AM to 7:00 PM Except Sat. & Sun.	
			25.3		(B.N. Crossing) 7.3	26.1	U	None	
	A		32.9		LIMESTONE JCT.	33.4	T	None	

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 Sidings 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 5.9	0.0	BJKOP QRTWYZ	Continuous	A
			5.9		TANNER (B.N. Crossing) 2.1	5.9	U	None	
			8.0		NORTH BEND 3.2	8.0		None	
	A		11.2		SNOQUALMIE FALLS	11.2	Y	None	

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

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

WESTWARD		WASHINGTON DIVN – ELEVENTH SUBDIVN						EASTWARD	
		Length of Sidings 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 5.4	0.0	JTY	None	A
	A		5.4	LY	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.

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

22 WESTWARD		WASHINGTON DIVN – TWELFTH SUBDIVN						EASTWARD	
		Length of Sidings 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 20.4	54.3	JRTY	None	A
			31.6		EATONVILLE JCT. 13.9	33.9	T	None	
			44.2		ELBE 2.4	20.0	P	None	
			46.5		PARK JCT. 4.1	17.6	JTY	None	
			51.3		MINERAL 13.5	13.5	Y	None	
A			64.2	MN	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 Instruction X66 applies.

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

WESTWARD		WASHINGTON DIVN – THIRTEENTH SUBDIVN						EASTWARD	
		Length of Sidings 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. 3.5	0.0	JTY	None	A
A			3.5		NATIONAL	3.5	Y	None	

Movements between Park Jct. and National will be made in accordance with Rule 93 not to exceed maximum speed of 10 miles per hour.

WESTWARD		WASHINGTON DIVN – FOURTEENTH SUBDIVN						EASTWARD	
		Length of Sidings 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 50.8	0.0	TY	None	A
A			50.8		PORT ANGELES	50.8	BFKO RTYZ	8:00AM to 5:00PM Except Sunday	

Trains must not exceed a maximum speed of 15 miles per hour between Port Townsend and M.P. 12 and 25 miles per hour between M.P. 12 and Port Angeles.

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Port Angeles. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

WESTWARD		WASHINGTON DIVN – SIXTEENTH SUBDIVN							EASTWARD 23	
SECOND CLASS	Length of Sidings 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		
								954		
								Freight		
								Daily Except Sunday		
9:35PM		37.0		MAYTOWN 9.4	56.6	JPRY	None	A8:50PM		
		46.3		ROCHESTER (B.N. Crossing) 1.9	47.2	M	None			
A 10:40PM		48.2		HELISING JCT. 41.7	45.3	JR	None	7:45PM		
				ABERDEEN 3.6	3.6	P				
				HOQUIAM	0.0	P				

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

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

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

Special Instruction X66 applies.

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

WESTWARD		WASHINGTON DIVN – SEVENTEENTH SUBDIVN							EASTWARD	
SECOND CLASS	Length of Sidings 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	SECOND CLASS		
								954		
								Freight		
								Daily Except Sunday		
			JO	CHEHALIS JCT. 53.0	0.0	IJOPY	None	A		
A				RAYMOND	53.0	TY	None			

This timetable confers no authority between Chehalis Jct. and Raymond. Burlington Northern timetable governs.

WESTWARD		WASHINGTON DIVN – EIGHTEENTH SUBDIVN							EASTWARD	
SECOND CLASS	Length of Sidings 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	SECOND CLASS		
								954		
								Freight		
								Daily Except Sunday		
		0.0		BEVERLY JCT. 24.3	0.0	JPY	None	A		
A		24.0		HANFORD YARD	24.3	PT	None			

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Beverly. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

24 WESTWARD		WASHINGTON DIVN – NINETEENTH SUBDIVN						EASTWARD	
		Length of Sidings 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	JPR	None	A
					5.1				
A			5.1		ROYAL CITY	5.1		None	

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Royal City Jct. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

WESTWARD		WASHINGTON DIVN – TWENTIETH SUBDIVN						EASTWARD	
		Length of Sidings 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		WARDEN	21.6	JPRTY	None	A
					8.2				
			8.2		TIFLIS	13.4	J	None	
					13.4				
A			15.2		MOSES LAKE	0.0	TY	None	

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.

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Warden. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

WESTWARD		WASHINGTON DIVN – TWENTY-FIRST SUBDIVN						EASTWARD	
		Length of Sidings 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	J	None	A
					38.7				
A			47.0		MARCELLUS	0.0	T	None	

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

Absolute Block Register Territory – Special Instruction G-17 applies. Register book is located at Warden. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

WESTWARD		WASHINGTON DIVN – TWENTY-SECOND SUBDIVN						EASTWARD 25	
SECOND CLASS	Length of Sidings 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	
								Freight	
Sun., Tues. & Thurs.							Mon., Wed. & Fri.		
			SN	EAST SPOKANE 2.1	0.0	BFKO PQRYZ	Continuous Except Saturday		
				B.N. Crossing 4.2	2.1				
				HILLYARD 41.2	6.3				
11:45PM		43.6		NEWPORT 17.2	47.5	JP	None	A 7:00PM	
12:30AM		60.7		USK 20.8	64.7		None	6:05	
1:35		81.5		BLUESLIDE 13.6	85.5		None	5:05	
2:10	2340	95.1		IONE 9.5	99.1	P	None	4:30	
A 2:40AM		104.7		METALINE FALLS	108.6	PRTYZ	None	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 timetable confers no authority between East Spokane and Newport. Between East Spokane and B.N. connection west of B.N. crossing at Spokane Union Pacific timetable governs. Between B.N. connection west of B.N. crossing at Spokane and Newport Burlington Northern timetable governs.

Rule 83(B) does not apply at Newport and Metaline Falls.

Special Instruction X66 applies.

WESTWARD		WASHINGTON DIVN – TWENTY-THIRD SUBDIVN						EASTWARD	
SECOND CLASS	Length of Sidings 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	
								939	
								Freight	
Daily Except Sat. & Sun.							Daily Except Sat. & Sun.		
			SN	EAST SPOKANE 2.1	0.0	BFKOP QRYZ	Continuous Except Saturday		
5:40AM		0.5		DISHMAN 1.3	2.1	JPTY	None	A 2:10PM	
5:45	1260	2.2		OPPORTUNITY 10.4	3.4	Y	None	2:00	
6:15	2101	12.7		SPOKANE BRIDGE 3.3	13.8	JRY	None	1:31	
6:25	2250	15.6		McGUIRES 1.8	17.1	P	None	1:20	
6:30		17.7		POST FALLS 4.4	18.9	RY	None	1:15	
A 6:45AM		22.0		HUETTER 4.2	23.3	YR	None	1:00PM	
			CD	COEUR D'ALENE	27.5	OPY	7:00AM to 4:00PM Except Sat. & Sun.		

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

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

This timetable confers no authority between Dishman and East Spokane U.P. RR timetable 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 SUBDIVN

EASTWARD

	Length of Sidings in Feet	Station Mile Post	Telegraph Calls	STATIONS	Distance from Bovill	SEE RULE 6-A	Train Order Office Hours Also see page 26 for other assigned hours	
		0.0	CB	ST. MARIES 49.7	51.7	BFJKOP QRTWYZ	Continuous	A
A		49.7		PURDUE	2.0	JY	None	
				PURDUE 2.0				
				BOVILL	0.0		8:00 AM to 5:00 PM Except Sat. & Sun.	

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

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

Absolute Block Register Territory — Special Instruction G-17 applies. Register book is located at St. Maries. Track car lineups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Bellingham	Continuous	Continuous	Continuous
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

- Miles City — Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
- Harlowton — Extend from 7200 ft. east of east switch of yard to 7200 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth Subdivn.
- Lewistown - Lewistown Yard — Extend from 9961 ft. east of east wye switch on Tenth Subdivn to 4950 ft. west of Winifred Jct. switch on Thirteenth Subdivn.
- Great Falls - Falls Yard — Extend from 4000 ft. east of switch to Air Port spur on Thirteenth Subdivn to 1151 ft. west of Western Grain Exchange spur switch on Fourteenth Subdivn.
- Three Forks — Extend from 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 Subdivn.
- 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.
- Alberton — Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.
- St. Maries — Extend from 5089 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on First Subdivn and to 10560 ft. west of west wye switch on Twenty-Fourth Subdivn.
- Plummer — Extend from 4591 ft. east of junction switch to 2905 ft. west of west switch on First Subdivn and to 2084 ft. west of west wye switch on Fifth Subdivn.
- Marengo — Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
- Purdue - Bovill — Extend from 800 ft. east of Purdue to end of track at Bovill.
- Dishman - Spokane Bridge — Extend from Union Pacific R.R. junction switch at Dishman to 3100 ft. west of the west switch at Spokane Bridge.
- Post Falls — Extend from 3500 ft. east of 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.
- Warden — Extend from 5280 ft. east of east switch to 2000 ft. west of west switch on First Subdivn and from wye switches to 3000 ft. west of industry track switch on Twentieth Subdivn.
- Snoqualmie Falls — Extend 3100 ft. east of east switch to end of track.
- Metaline Falls — Extend from 1946 ft. east of east wye switch to end of track.
- Beverly - Beverly Jct. — Extend from 3700 ft. east of east switch Beverly to 245 ft. west of Junction switch Beverly Jct. on Second Subdivn.
- 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 Subdivn and 2900 ft. west of west switch of log loading track on Tenth Subdivn.
- Black River — Extend from east end of CTC to Burlington Northern and Union Pacific R.R. yard limits.
- Tacoma - Tacoma Jct. - Hillsdale — Extend from west end of CTC at Tacoma Jct. to end of track at Tide Flats on Third Subdivn to 500 ft. west of M.P. 6 between Hillsdale and Allison on Fourth Subdivn.
- 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 Subdivn and 2672 ft. west of west switch on Fourth Subdivn.
- 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 Subdivn, and 3279 ft. west of west switch on Sixteenth Subdivn.
- Blakeslee Jct. - Centralia - Chehalis - Chehalis Jct. — Extend from 512 ft. east of BN R.R. crossing at Blakeslee Jct. to end of track on C.C. & C. R.R. at Chehalis Jct.
- Everson - Hampton - Lynden — Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton on Ninth Subdivn and to end of track Lynden on Eleventh Subdivn.
- Raymond — Extend from 4230 ft. east of east switch to end of track.
- Port Angeles - Ennis Creek — Extend from 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.
- Port Townsend — Extend from 2500 ft. west of west main track switch east to end of yard tracks.
- Bellingham — Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line Bellingham.
- Sumas — Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.
- Easton — Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

RULES CHANGES

G-1 The title "Division Manager" is 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 and Operating Rules for employes in Maintenance of Way and Structures and Signal and Communication Department is amended as follows:

Train, engine and yard service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car may do so only when equipment is standing. Balance of Rule M unchanged.

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
Seiko Quartz Railroad Approved Model CM 101 M
Seiko Quartz Railroad Approved Model CM 102 M

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 Rules 26 of the Consolidated Code of Operating Rules is revised as follows:

BLUE SIGNAL PROTECTION OF WORKMEN

As used in Rules 26, 26(A), 26(B), 26(C) and 26(D), the following definitions apply:

"Workmen" - Railroad employes assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is

not part of the train or yard movement they have been called to operate.

"Rolling Equipment" - Engines and railroad cars.

"Blue Signal" - A clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" - When used in relation to a manually operated switch or derail, a lock which may be locked and unlocked only by the craft or group of employes applying that lock.

RULE 26

A blue signal indicates that workmen are on, under or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

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

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

(1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

(2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective locking device, and:

-Positioned at least 150 feet from the rolling equipment to be protected; or

-Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employes are clear and the engineer so advised by the same employe.

RULE 26(B)

Engine Servicing Facilities

An engine may not be moved onto or off a designated engine

servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine; or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employe under the direction of the employe in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employe, under the direction of the employe in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employes are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks & Tracks with Remotely Controlled Switches

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employe in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective locking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employe in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employe in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employe in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A)

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

Members of the 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 the crew comply with these requirements, including himself.

It is the engineer's responsibility to have each member of the 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 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 The Consolidated Code of Operating Rules, Edition of 1967, is supplemented by the following new rule:

Rule 90

On all trains, when radio communication is available, at least two miles in advance of slow orders, Form Y orders and other bulletined restrictions, the conductor or other crew member on the rear of the train must remind the engineer of the requirements of such restrictions and the engineer must acknowledge such transmission. If the engineer does not acknowledge or take action to comply with such restrictions, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

When radio communication is available, the engineer must advise the conductor or other crew member on the rear of the train of the explosion of torpedoes, the display of fuses and signals, per Rules 10, 11, 12, 14 and 14(A) or of the presence of a flagman ahead and any signal given or displayed by such flagman.

Conductor and engineer, when radio communication is available, must discuss indications displayed by wayside detectors, such as those indicating derailed wheels, hot boxes or other conditions that may affect the safety of the train, and any train orders picked up enroute to insure a common understanding of train order requirements, as required by Rule 214.

G-10 Rule S-90 of the Consolidated Code of Operating Rules is revised as follows:

On trains equipped with communicating signal systems, the conductor must give signal 16(l) to the engineer immediately after passing the last station but not less than one mile preceding a schedule meeting point with a superior train or a point where by train order, it is restricted for an opposing train. The engineer will immediately reply with signal 15(n). If the engineer fails to answer by signal 15(n), the conductor must take immediate action to stop the train.

On other trains, the engineer must give signal 15(n) at least one mile before reaching a meeting or waiting point. If the engineer fails to give this signal or fails to prepare to stop short of fouling point when required, the conductor must take immediate action to stop the train.

When radio communication is available, at least two miles before reaching a meeting or waiting point, the conductor or other member of the crew on the rear of the train must remind the engineer of any timetable or train order restrictions affecting their authority to proceed and the engineer must acknowledge. If the engineer does not acknowledge or fails to take action to comply with such timetable or train order restriction, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

At least one mile before reaching the first switch of the station where a meeting or waiting point has been established by train order, the engineer of the train holding the main track at the meeting or waiting point must contact the engineer of the opposing train by radio, when available, to determine that both engineers have a common understanding of the requirements of such train orders.

The use of the railroad radio will not relieve the crew from the requirements in this rule for the use of the communicating or engine whistle signals.

G-11 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-12 Rule 93 of the Consolidated Code of Operating Rules is revised as follows:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines except first class trains, must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employe.

In ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

G-13 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-14 Rule 99 of the Consolidated Code of Operating Rules is revised as follows:

Definition

"Maximum Speed" - The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and

display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection, the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals.
- (b) When rear of train is protected by an absolute block. (Absolute Block means a block in which no train is permitted to enter while it is occupied by another train.)
- (c) When rear of train is within interlocking limits.
- (d) When a train order or special instruction provides that flag protection is not required.

Flagman's Signals:

Day Signals - a red flag, not less than ten torpedoes and six red fusees.

Night Signals - a white light, not less than ten torpedoes and six red fusees.

G-15 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-16 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-17 The Consolidated Code of Operating Rules, Edition of 1967, is supplemented by the following new rule:

S-225 Absolute Block Register Territory

On subdivisions designated by timetable as Absolute Block Register Territory, extra trains may be operated without train order authority, subject to the following:

A train register located at the initial station of a designated subdivision, labeled "Absolute Block Register (No.) Subdivision" will apply only to a train operating on the designated subdivision.

Before leaving the initial station of the designated subdivision, conductor must register train in usual manner in the register, adding in the column captioned "Green Signals" "Rule S-225 and the date".

Upon returning to the initial station, conductor must register train in usual manner on the same line on opposite page of the register from where departure was registered, adding in column captioned "Green Signals" "Rule S-225 and the date".

Where there is no conductor, the engineer must register the required information in the same manner.

Until a train registered out of the initial station of a subdivision designated as Absolute Block Register Territory has registered the return of the train to the initial station in the train register, no other train must enter the designated subdivision except as authorized by train order.

Flag protection is not required in either direction and Rules 83(B) and 97 will not apply in Absolute Block Register Territory.

If it becomes necessary to authorize a second train into Absolute Block Register territory, train dispatcher may authorize a second train into the designated subdivision after the first train has been given a train order to remain at a specific location (station or between mile posts). Train order may then be issued to the second train to register into and enter designated subdivision and to approach location of the first train at reduced speed.

Upon the arrival of the second train at the location of the first train, the order requiring first train to remain at that location is considered fulfilled.

When returning to the initial station of the subdivision, both trains must provide flag protection as prescribed by Rule 99 and both trains must register out of the Absolute Block Register territory. If crew of the first train is relieved from duty and that train is returned to the initial station of the subdivision by the second train, the conductor of the second train must register both trains out of the designated subdivision.

These rules apply only on the subdivision designated by timetable as "Absolute Block Register Territory" and do not apply to any part of a movement on a connecting subdivision not also designated as "Absolute Block Register Territory". Except as affected by Rule S-225, all other operating rules remain in effect.

G-18 The Form Z train order, Relief of Flag Protection, as shown on page 90 of the Consolidated Code of Operating Rules is revised as follows:

- (1) No 201 will not protect against following trains between A and K until 601 PM.
- (2) Extra 5501 East will not protect against following trains between A and Z until 1201 PM.

The designated train is relieved from protecting against following trains as prescribed by Rule 99, Revised, between the points named in the order until after the time specified in the order.

Following trains must receive a copy of the order and must not enter the limits of the order while it is in effect.

Form Z train order must not be issued to a train within the limits of a work extra.

Form Z train order must not be issued to a train when there is a preceding train between the designated stations unless provision is also made to prevent train relieved of providing flag protection from passing the preceding train by adding to the Form Z train order, examples (1) or (2) "and will not pass (train or trains) between (station) and (station)".

Form Z train order must not be combined with other forms of train orders and does not authorize a train movement in the opposite direction.

When it is necessary to annul a Form Z train order before the expiration of the time shown in the order and while the designated train is within the station limits shown in the order, the signatures of both the engineer and conductor will be required on the annulling order. The train dispatcher is responsible to know that the designated train is providing flag protection against following trains before allowing such following trains to enter the limits of the Form Z order being annulled.

When the designated train in a Form Z train order has passed beyond the station limits of the order before the time shown in the order has expired, the order may be annulled to following trains.

G-19 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-20 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-21 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 June 1, 1977 will apply at the following points:

St. Paul Yard—Aberdeen—Miles City—Deer Lodge—Othello.

G-22 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-23 Safety Instruction 161-S (1) is cancelled. Employees are prohibited from riding on engine footboards or pilot steps.

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

G-25 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-26 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.

G-27 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-28 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-29 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 through the obstruction.

G-30 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-31 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 stationmasters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations and on trains when available.

G-32 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other 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-33 All tank cars containing flammable compressed gases, cars or flat cars with trailers placarded "Explosives A", cars placarded "Poison Gas", flat cars carrying placarded trailers or containers must not be cut off in motion, but will be shoved to rest. They must not be struck by any car moving under its own momentum and must not be coupled to with any more force than necessary to make coupling.

Other placarded cars must be handled in accordance with the rules and regulations contained in posters Nos. 1, 3, 4 and 5 published by the Bureau of Explosives.

G-34 Loads of unusual dimensions, or weights, or with high center of

gravity must not be moved or placed in trains unless authorized by the chief dispatcher, whose instructions will include any restrictions under which such car may be moved.

For your information, the various restrictions are reproduced below:

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.

Restriction B (Illinois-Iowa Division only):

Permission must be secured from the CNW Railroad before the shipment is handled over the line between Techny and Bensenville.

Restriction C (Illinois-Iowa Division only):

On account of the length and width of this shipment it will be necessary to take extreme precautions in handling it between west switch Deer Creek and Clinton Union Station, where there is sharp curvature and the distance between our track and CNW track is not sufficient to permit our passing CNW equipment on curves.

Restriction K (Number of Bridge):

The speed shall be reduced to 10 miles per hour in passing (number of bridge) where the minimum clearance will be about three (3) inches.

Restriction M (Tunnel Number):

The load shall be handled very carefully in passing through (tunnel number) where there will be scant clearance.

GENERAL SPEED RESTRICTIONS

G-35 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling 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-36 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-37 When flat spots develop enroute 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 engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds of seventeen (17) to twenty-three (23) MPH.

G-38 In double track territory, when trains are run against the current of traffic, and 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.

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

Montana Divn	On Tangent Track	On Curves
Eighth Subdivn	25 MPH	20 MPH
Ninth Subdivn	20 MPH	20 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
Fifteenth 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
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
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
Fifteenth 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 The speed of all trains and engines within the limits of designated engine servicing areas listed below must not exceed 5 miles per hour.

MONTANA DIVN.	WASHINGTON DIVN.
Miles City	St. Maries
Harlowton	Spokane
Deer Lodge	Othello
	Tacoma
	Seattle
	Everett
	Bellingham
	Port Angeles

X5 **SPRING SWITCHES**
 Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

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

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per

hour when moving against the points at the following spring switches:

Miles City West lead switch west of new passenger 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.

X6 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
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Trains must not exceed 25 MPH passing over this detector.

Loose wheel	150 feet east of east switch Othello	Yard Office
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Trains must not exceed 20 MPH passing over this detector.

X7 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 June 1, 1977 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.

X8 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.

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

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

X9 Derailed car indicators in service at the following location:

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 Roland
 MP 1757.6 between Falcon and Roland
 MP 1753.9 between Falcon and Roland
 MP 1752.7 between Falcon 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 Deer 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 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 Ralston and Lind
 MP 1960.9 between Lind and Roxboro
 MP 1966.8 between Roxboro and Warden

WASHINGTON DIVISION

MP 1983.6 between Warden and Othello
 MP 1995.3 between Othello and Taunton
 MP 2000.6 between Taunton and Royal City Jct.
 MP 2004.9 between Taunton and Royal City Jct.
 MP 2027.5 between Beverly and Doris
 MP 2032.9 between Doris and Boylston
 MP 2037.6 between Doris 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 Cedar Falls 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 Bellingham and Hampton
 MP 17.8 between Bellingham and Hampton

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.

X10 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 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.

X11 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 June 1, 1977, 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, MP 2037 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 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 Tide Flats.
- (g) Before commencing descent of grade from Elbe 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 Elbe 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 cabooses on head end of freight trains descending mountain grades such cabooses must be separated from road engine by one or more cars.

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

X13 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.

X14 In the application of Rule 99 revised effective August 1, 1977 the prescribed distance for flag protection of front and rear of train when flag protection is required is as follows:

MONTANA DIVN.

3rd Subdivn	One and One-half Miles
4th Subdivn	One and One-half Miles
5th Subdivn between Deer Lodge and Newcomb	One and One-half Miles
5th Subdivn between Newcomb and Piedmont	One Mile
6th Subdivn	One and One-half Miles
7th Subdivn between Alberton and St. Regis	One and One-half Miles
7th Subdivn between St. Regis and St. Maries	One Mile
8th Subdivn	One Mile
9th Subdivn	One Mile
10th Subdivn	One Mile
11th Subdivn	One Mile
12th Subdivn	One Mile
13th Subdivn	One Mile
14th Subdivn	One Mile
15th Subdivn	One Mile

WASHINGTON DIVN.

1st Subdivn between St. Maries and MP 1927.2	One Mile
1st Subdivn between MP 1927.2 and Othello	One and One-half Miles
2nd Subdivn	One and One-half Miles
3rd Subdivn	One and One-half Miles
4th Subdivn	One Mile
5th Subdivn	One Mile
9th Subdivn	One Mile
10th Subdivn	One Mile
11th Subdivn	One Half Mile
12th Subdivn	One Mile
13th Subdivn	One Half Mile
14th Subdivn	One Mile
16th Subdivn	One Half Mile
18th Subdivn	One Half Mile
19th Subdivn	One Half Mile
20th Subdivn	One Mile
21st Subdivn	One Mile
22nd Subdivn	One Mile
23rd Subdivn	One Mile
24th Subdivn	One Mile

X15 In accordance with the new Railroad Radio Rule 405 effective August 1, 1977 following are locations of radio base stations and hours they are attended.

MONTANA DIVN.

Miles City	Continuous
Forsyth	8:00 AM - 5:00 PM Except Sat. & Sun.
Melstone	8:00 AM - 4:00 PM Except Friday 10:00 PM - 6:00 AM Except Sat. & Sun.
Roundup	8:00 AM - 5:00 PM Except Sat. & Sun.
Harlowton	Continuous
Three Forks	Continuous
Butte Yard	Continuous
Deer Lodge	Continuous
Missoula	5:30 AM - 6:30 PM Except Sat. & Sun.
Alberton	Continuous
St. Regis	8:00 AM - 4:00 PM Except Sat. & Sun.
Haugan	7:00 AM - 3:00 PM Daily 6:00 PM - 2:00 AM Tues., Wed. & Thurs.
Avery	Continuous
St. Maries	Continuous

WASHINGTON DIVN.

Bovill	8:00 AM - 5:00 PM Except Sat. & Sun.
St. Maries	Continuous
Plummer	7:00 AM - 3:00 PM Daily
Spokane	Continuous Except Sat. 12:01 AM - 3:00 PM and 11:00 PM - 11:59 PM on Saturdays
Malden	Continuous
Marengo	7:00 AM - 4:00 PM Except Sat. & Sun.
Othello	Continuous
Lind	Continuous
Boylston	Continuous
Kittitas	8:00 AM - 4:00 PM and 10:00 PM - 6:00 AM Daily
Horlick	Continuous
Cle Elum	12:01 AM - 8:00 AM and 4:00 PM - 11:59 PM Except Sat. & Sun. 12:01 AM - 8:00 AM Sat. & Sun.

- HyakContinuous
- Cedar Falls.Continuous
- Black River Tower . . .Continuous
- SeattleContinuous
- KentContinuous
- Tacoma.Continuous
- Morton8:00 AM - 5:00 PM Except Sat. & Sun.
- Western Jct.9:00 PM - 5:00 AM Except Sat. & Sun.
- ChehalisContinuous
- Bellingham.Continuous

MONTANA DIVN

X16 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.

X17 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.

X19 Rail detector cars must be protected by a track shunt before entering automatic interlocking limits at Sinclair and Huson.

X20 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

X21 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.

X22 Trains handling pulpwood logs loaded above top of cars must not exceed 40 MPH.

X23 General Rule 1(b) appearing on page 8 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.

X24 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

X25 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

X26 Speed Restrictions (in addition to General Speed Restrictions)

Location	Maximum Speed MPH
Miles City — Through city limits	20

X27 Bridge AA-424 between Terry and Bonfield 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.

X28 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

X29 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.

X30 Speed Restrictions (in addition to General Speed Restrictions)
Miles City — through city limits. 20 MPH

X31 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

X32 Speed Restrictions (in addition to General Speed Restrictions)
Butte — through city limits 20 MPH
(Butte City limits between Holmes St. and Montana St.)

X33 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

X34 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.

X35 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.

X36 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 between MP 17 and MP 18. If necessary to switch over this crossing must have flagman at crossing.

MONTANA TENTH SUBDIVN

X41 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

Through Lewistown City Limits 8
Through Moore City Limits 25

MONTANA THIRTEENTH SUBDIVN

X43 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

Through Tunnels 10
Spring Creek Trestle 10
Judith River, Indian Creek and Sage Creek
Viaducts 25
Between Arrow Creek and MP 111 20
Between east end Tunnel No. 4 and 1500 feet
east between MP 178 and MP 179 10
Bridge NM-1126 between MP 180 and MP 181 . . 15
Through Lewistown City Limits 8

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)

Maximum Speed MPH

GP9 or larger 4 Wheel Truck Diesels 10

MONTANA FIFTEENTH SUBDIVN

X47 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

1000 HP Diesels. 10

WASHINGTON DIVN

X59 On Union Pacific trackage, where Consolidated Code of Operating Rules is in effect, first sentence of Rule 11 is modified as follows:

A train or engine finding a fusee burning red on or near its track must stop before passing the fusee and may then proceed at reduced speed for one mile.

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

X61 At Maple Valley, Black River and Chehalis 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, 16th and 22nd Subdivisions

WASHINGTON 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 speed control sign (Rule 240-W) 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
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X77 Tracks 4 and 5 in Cle Elum yard are out of 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. 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 CTC between Tacoma Jct. and Black River is controlled by the train dispatcher at Tacoma. Controlled sidings are in use at Sumner, Auburn and Kent equipped with dual control switches at each end. A dual control switch is also in use at Union Pacific connection at Tacoma Jct. Rules 261, 262, 263, 264, 265, 266, 267, 268, 269, 269(A), 270, 271, 272, 275, 275(A) and 276 are in effect.

All other switches within CTC limits are equipped with electric locks and must be used in accordance with Rules 280, 281, 282 and 282(A) except those listed below:

Mueller Brass Spur located at MP 2166.8;
Greystone Spur located at MP 2170 and
Team Track Spur (Old Puyallup) located at MP 2186.3.
Rule 268(A) will apply at these three (3) locations.

X84 On the two connection tracks between Tacoma Jct. and Tide Flats all movements will be made under the direction of the Yardmaster at Tide Flats and must keep to the right unless otherwise authorized by the Yardmaster. Such movements must be made in accordance with Rule 105 not to exceed 10 miles per hour.

Stop signs to govern eastward movements are located 225 west of Tacoma Jct. on Fourth Subdivision and just west of the spring switch at east end of the two connection tracks. All eastward movements must stop at these signs and not proceed until authorized to do so by the train dispatcher at Tacoma.

X86 All eastward trains from Third Subdivn will report arrival at Black River to operator Black River Tower by telephone or radio.

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 fusees 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)

Maximum Speed MPH

Over RR crossing Chehalis	20
Over C and D Streets, Tacoma.	10
Between Tacoma Jct. and Hillsdale	15
Frederickson on Columbia Powder Spur	5
Over RR Crossing Blakeslee Jct..	20
Over RR Crossing Chehalis Jct.	10
Through spring switch turnout and around curve to interchange switch at Frederickson	20

X94 At Chehalis the normal position of the crossing gates over the BN crossings is for movement 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)

Maximum Speed MPH

Spokane, over Fancher Road crossing	5
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X98 All trains enroute from East Spokane to the Milwaukee at Manito must receive a CMStP&P 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 CMStP&P 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 CMStP&P R.R. Fifth Subdivn at Plummer must receive CMStP&P R.R. clearance at Kellogg-Wardner or Plummer. A wire failure CMStP&P 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)

Maximum Speed MPH

- 1000 and 1200 HP Diesels 15
- On OPC track between east wye switch and end of track Limestone Jct. 10
- Slade Crossing 1.3 miles east of Lynden 3

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

X105 At Bellingham, at crossings of Holly and Magnolia Streets with Railroad Avenue, 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 separated 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 Elbe 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
- Between MP 57 and MP 62 15
- Between MP 62 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 sign, 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 one-half 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 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. 12 highway crossing. 5

WASHINGTON EIGHTEENTH SUBDIVN

X125 Speed Restrictions (in addition to General Speed Restrictions)

Maximum Speed MPH

- 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

- MP 12.8 to Moses Lake
 - 1000 HP, 1200 HP, GP9 4 Wheel Truck 1750 HP or 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 PH 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 CMStP&P clearance at East Spokane and a BN clearance at BN crossing.

WASHINGTON TWENTY-THIRD SUBDIVN

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

At Post Falls CMStP&P 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 MP 13 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 MP 1490.7 and MP 1493 between Vendome and Cedric and between MP 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 PHYSICIANS ARE LOCATED AS FOLLOWS

Location	Name	Title	Office Phone No.	Residence Phone No.
Chicago	Dr. M. J. Tremaine, Jr.	Medical Officer	236-7600	
Seattle	Dr. H. M. Hackendorn	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 Surgeon	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. H. Herbert	Oculist	925-5911	968-3344
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. F. 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. A. Wark		496-5145	
Chehalis	Steck Memorial Clinic		748-0311	
Port Angeles	Olympic Memorial Hospital			
Port Townsend	Port Townsend Memorial Clinic		385-2424	
Bellingham	Dr. E. M. Rideout	Examining Surgeon	723-2970	
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

COMPANY PHYSICIANS – Concluded

Location	Name	Title	Office Phone No.	Residence Phone No.
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. T. 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. M. Winter, Jr.	Examining Surgeon	232-0790	232-4847
Miles City	Dr. E. H. Rowen	Oculist	232-2110	
Miles City	Dr. G. E. Rowen	Oculist	232-2110	
Lewistown	Dr. J. P. Fraeser	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	

HOSPITALS

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

INDUSTRIAL AND OTHER TRACKS NOT SHOWN AS STATIONS

NAME	Mile Post Location	Capacity in Feet	Access End	NAME	Mile Post Location	Capacity in Feet	Access End
MONTANA DIVN				Tenth Subdivn			
Third Subdivn				North Bend	8.0	1157	Both
Thurlow	1144.7	3005	Both	Twelfth Subdivn			
Vananda	1181.5	4673	Both	Thrift	17.4	4017	Both
Delphia	1249.2	2950	Both	Tanwax	21.0	2023	Both
Fourth Subdivn				New Reliance	39.4	5000	Both
Loweth	1381.5	534	West	Divide	55.0	3181	Both
Seventh Subdivn				Coal Canyon	62.0	1319	Both
Ethelton	1778.1	3097	Both	Fourteenth Subdivn			
Tenth Subdivn				Maynard	13.5	Spur	East
Garneill	26.1	2551	Both	Sequim	31.5	Spur	East
Thirteenth Subdivn				Agnew	38.9	769	Both
Ware	77.0	1089	Both	Ennis Creek	48.0	1690	Both
Hoosac	88.8	1178	East	Eighteenth Subdivn			
Coffee Creek	101.6	2365	Both	Priest Rapids	14.7	Spur	East
Big Sag	164.2	680	Both	Hanford	21.3	Spur	East
Salem	185.6	2232	Both	Twentieth Subdivn			
WASHINGTON DIVISION				Sieler	6.0	3201	Both
First Subdivn				McDonald	7.8	1323	Both
Seabury	1859.9	1771	Both	Twenty-First Subdivn			
Rosalia	1872.6	3084	Both	Laing	11.5	Spur	East
Squaw Canyon	1878.4	1802	Both	Ruff	16.2	1813	Both
Pine City	1885.7	1734	Both	Moody	22.0	1520	Both
Ewan	1901.8	1932	Both	Batum	27.0	1580	Both
Pizzaro	1941.6	1602	Both	Lauer	31.0	1639	Both
Third Subdivn				Reiman	33.1	1050	Both
Interpace	2169.9	Spur	East	Jantz	35.0	Spur	East
Auxillary	2177.5	3403	Both	Schoonover	38.0	1501	Both
Benroy	2182.0	Spur	East	Packard	42.2	1481	Both
Puyallup	2186.2	Spur	East	Twenty-Second Subdivn			
Fourth Subdivn				Dalkena	55.6	711	Both
McKenna	15.6	1550	Both	Twenty-Third Subdivn			
Rainier	23.0	2176	Both	Atlas	BN 30	Spur	Both
Skookumchuck	28.5	Spur	West	Gibbs	BN 31	Spur	East
Offutt Lake	30.9	2030	Both	Twenty-Fourth Subdivn			
Fifth Subdivn				Lotus	8.7	1043	Both
Worley	1842.5	1793	Both	Alder Creek	10.3	2415	Both
Setters	1849.2	1349	Both	Rover	12.9	1601	Both
Ninth Subdivn				Mashburn	19.0	2539	Both
Cornwall	4.0	1417	Both	Wayland	20.5	2369	Both
Wahl	11.4	2004	Both	Tyson Creek	24.3	1730	Both
Strandell	17.1	1238	Both	Fernwood	26.0	1380	Both
Everson	17.8	Spur	West	Emerald Creek	30.7	2095	Both
Hilltop	30.8	1248	Both	Clarkia	36.4	3738	Both
				Sherwin	44.0	1844	Both



HAZARDOUS AND/OR ENVIRONMENTALLY DAMAGING MATERIAL REPORT

Check list to be used only when hazardous and/or environmentally damaging commodities loaded in railroad rolling equipment are involved in derailment or found leaking or spilled for any reason.

Name of Person Reporting: _____

Train or Other Identifications: _____

Time of Incident: _____ M. Date of Incident: _____ 19____

Location: _____

Total Number of Cars Involved: _____

Weather Conditions: Clear _____ Cloudy _____ Raining _____ Snowing _____

Temperature: _____ Wind Direction & Velocity _____

Car No. 1:	Car No. 2:	Car No. 3:
Initials: _____	_____	_____
Number: _____	_____	_____
*Contents: _____	_____	_____
*Commodity Code No: _____	_____	_____
THIS CAR IS:		
1. _____ Not derailed.	1. _____	1. _____
2. _____ Derailed, and:	2. _____	2. _____
3. _____ Upright.	3. _____	3. _____
4. _____ On side.	4. _____	4. _____
5. _____ Overturned.	5. _____	5. _____
6. _____ On fire.	6. _____	6. _____
7. _____ Spilled/Leaking.	7. _____	7. _____
CONTENTS ARE SPILLED/LEAKING INTO OR ONTO:		
8. _____ Lake/River/Swamp.	8. _____	8. _____
9. _____ Culvert/Sewer.	9. _____	9. _____
10. _____ Drainage/Irrigation Ditch.	10. _____	10. _____
11. _____ Residential Property.	11. _____	11. _____
12. _____ Commercial Property.	12. _____	12. _____
13. _____ Railroad Property.	13. _____	13. _____
14. _____ Farmland.	14. _____	14. _____
15. _____ Other; describe:	15. _____	15. _____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

NOTE:
*Exact description of contents of car, Standard Transportation Commodity Code number and Shippers emergency telephone numbers must be taken from waybill or train list, when practicable.

Reporting employee(s) will remain at scene until released by proper authority.

Remarks: _____

Name of Person Receiving Report: _____



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.

1 2

PLACARD APPLIED ON CAR

ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)

EXPLOSIVES A

ANY CAR EXCEPT TANK CAR

POISON GAS

TANK CAR

POISON GAS

ANY CAR

RADIOACTIVE

LOADED TANK CAR

ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE

EMPTY TANK CAR

ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE

ANY CAR

COMBUSTIBLE OR EMPTY COMBUSTIBLE

ALL OTHER LOADED CARS

ANY PLACARDS

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

MUST NOT BE PLACED NEXT TO:

3	4	5	6	7	8	9	10	11	12	13	14	15	16
No RESTRICTIONS	Must Not Be Near Sixth Car From Engine or Occupied Caboose	Must Be Placed Near Middle of Train But Not Nearer Second Car From Engine or Occupied Caboose	ENG	Loaded Flat Car	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extends Above Car Ends Is Liable To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Lamps Or Lanterns	Occupied Car	Occupied Caboose	Explosives A	Poison Gas	Radiative	Unloaded	Any Loaded
	X	X	X	X	X	X	X ^③	X ^③	X	X	X		X
			X	X	X	X	X ^③	X ^③	X	X	X		X
	X	X	X	X	X	X	X	X	X	X	X		X
	X	X	X	X ^②	X	X	X	X	X	X	X		X
X			X					X					

- ① 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.
- ② A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.
- 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.