

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

COAST DIVISION TIME TABLE No. 3

Taking effect at 12:01 A.M.
Pacific Standard Time

SUNDAY, JULY 26, 1964

For the government and information
of employees only

N. H. McKEGNEY
Superintendent

R. C. SCHWICHTENBERG
Assistant Superintendent

D. P. VALENTINE
General Superintendent of Transportation

M. GARELICK
Assistant General Manager

L. V. ANDERSON
General Manager

TABLE OF TRAIN SPEEDS

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

WATCH INSPECTORS

- Coeur d'Alene..... 413 Sherman Ave., Diamond Shop
- St. Maries..... H. W. Schumacher
- Spokane..... N. 221 Washington St., Harold J. March
- Spokane..... N. 3 Wall St., Klatt Jewelers
- Malden..... Pacific Watch Co.
- Pine City..... C. N. Harthill
- Othello..... 24 S. First St., Vess Jewelry
- Cle Elum..... Dean R. Ireland
- Seattle..... 216 So. 4th Ave., Richards Jewelry
- Tacoma..... 1016 So. 11th St., A. C. Paulson
- Everett..... 1620 Hewitt Ave., Burnett Bros. Inc.
- Enumclaw..... 1639 Cole St., Miller's Jewelry
- Morton..... Wright Jewelers
- Hoquiam..... Carl W. Kneipp
- Raymond..... 223 Duryea St., Antilla & Kolcz Jewelers
- Bellingham..... Milton E. Terry
- Port Angeles..... Lewie B. Filion
- Port Townsend..... 840 Water St., Walter S. Wisniewski

Capacity in cars	Sidings	Other Tracks	Telegraph Calls	Distance from Avery	STATIONS	Distance from Malden	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	A	L
				0.0	AVERY 5.3	108.8	BHK OPRTWX	4.00 AM to 11.50 AM 4.30 PM to 12.30 AM		
				5.3	ETHELTON 8.5	103.5	P	No Office		
				13.8	POCONO 8.6	95.0	P	No Office		
				22.4	CALDER 10.9	86.4	P	No Office		
				33.3	ST. JOE 6.6	75.5	P	No Office		
				39.9	OMEGA 5.5	68.9	P	No Office		
		Yard	NF	45.4	ST. MARIES 5.9	63.4	BHJK OPRWXYZ	7.00 AM to 4.00 PM Except Sunday		
				51.3	RAMSDELL 5.9	57.5	P	No Office		
				57.2	PEDEE 7.2	51.6	P	No Office		
				64.4	PLUMMER 7.6	44.4	JKP VXY	Continuous		
				72.0	MOWRY 8.1	36.8	P	No Office		
				80.1	TEKOA 7.2	28.7	P	No Office		
				87.3	SEABURY 5.9	21.5	P	No Office		
				93.2	PANDORA 6.5	15.6	P	No Office		
				99.7	ROSALIA 5.5	9.1	PV	No Office		
				105.2	SQUAW CANYON 3.6	3.6	P	No Office		
		Yard	M	108.8	MALDEN	0.0	BHKP RWXY	11.45 PM to 3.45 PM	L	

Passenger trains must not exceed a maximum speed of 70 miles per hour, other trains 45 miles per hour between Avery and Plummer. Passenger trains must not exceed a maximum speed of 55 miles per hour, other trains 40 miles per hour between Plummer and Malden.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Automatic Block Signal System is in use between Avery and a point 2902 feet west of Sorrento tunnel No. 41.

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS				
Name	Cap. In Cars	Miles	Direction	Station
Hoyts Spur	5	0.5	West	Ethelton
Erlmo	8	0.2	West	Pocono
Hepton Spur	5	1.5	West	St. Maries
Lone Pine	17	2.0	West	Tekoa

THIRD CLASS	SECOND CLASS	Capacity in Cars		Telegraph Calls	Distance from Plummer	STATIONS	Distance from Spokane	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS
		Sidings	Other Tracks								
387 UP	63										
Mixed	Time Freight									Time Freight	Mixed
Daily	Daily									Daily	Daily
L 8.45AM	L 3.00AM			WJ	0.0	PLUMMER 0.4	41.5	JKPR VXY	Continuous	A 11.15PM	A 2.10AM
	3.10	26	WY	6.4	WORLEY 1.4	35.1	P	7.00 AM to 4.00 PM Except Sat. & Sun.	10.59		
9.03	3.15	94		7.8	MOZART 5.3	33.7	P	No Office	10.55	1.55	
		23		13.1	SETTERS 2.4	28.4	P	No Office			
9.15	3.35	42		15.5	SAXBY 4.3	26.0	P	No Office	10.40	1.42	
A 9.25AM	A 3.45AM	66	8	MU	19.8	MANITO 15.2	21.7	JPRVXY	6.00AM to 2.00 PM	L 10.30PM	L 1.30AM
				SP	35.0	DISHMAN 2.1	6.5	P			
	A 8.15AM		Yard	37.1	EAST SPOKANE 4.4	4.4	4.4	BOPR	Via U. P. R. R.	L 9.30PM	
				SN	41.5	SPOKANE	0.0	BKOP RVWZ			

Passenger trains must not exceed a maximum speed of 70 miles per hour, other trains 50 miles per hour between Plummer and M.P. 1842. Passenger trains must not exceed a maximum speed of 50 miles per hour, other trains 40 miles per hour between M.P. 1842 and Manito.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Rule 83 (B) does not apply at Manito when operator is not on duty if train order signal indicates proceed as per Rule 200 C.

Automatic Block Signal System is in use between Manito and Plummer.

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

Capacity in cars	Siding	Other tracks	Telegraph calls	Distance from Malden	Time Table No. 3 JULY 26, 1964 STATIONS		Distance from Othello	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	L
					Malden	Othello				
	L	Yard	M	0.0	MALDEN	103.4	BHKPRWXY	11.45 PM to 3.45 PM	A	
		27		3.6	PINE CITY	99.8	P	No Office		
		58		5.6	KENOVA	97.8	P	No Office		
		112		17.0	LAVISTA	86.4	P	No Office		
		26	9	19.2	EWAN	84.2	PW	No Office		
		110	31	29.6	REVERE	73.8	P	No Office		
		61		33.7	PAXTON	69.7	P	No Office		
		87	41	44.0	MARENGO	59.4	JPVWXY	Continuous		
		59		49.9	HILLCREST	53.5	P	No Office		
		107	28	53.5	RALSTON	49.9	P	No Office		
			25	58.5	PIZARRO	44.9	P	No Office		
		61		63.3	VASSAR	40.1	P	No Office		
		158	33	68.0	LIND	35.4	P	7.00 AM to 4.00 PM Exc. Sat. & Sun.		
		63		76.0	SERVIA	27.4	P	No Office		
		117	29	80.9	ROXBORO	22.5	P	No Office		
		175	50	90.6	WARDEN	12.8	JPY	8.00 AM to 5.00 PM Exc. Sat. & Sun.		
		60		99.4	NOVARA	4.0	P	No Office		
	A	Yard	SO	103.4	OTHELLO	0.0	BHKOPRTWX	Continuous Except Sunday	L	

Passenger trains must not exceed a maximum speed of 55 miles per hour, other trains 40 miles per hour between Malden and Marengo. Passenger trains must not exceed a maximum speed of 79 miles per hour, other trains 55 miles per hour between Marengo and Othello.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block Signal System is in use between Marengo and Othello.

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

The time of eastward trains departing from Othello applies at the east crossover, located 1275 feet east of the depot. Under train order meets or waits, westward trains entering Othello will take siding at this crossover unless otherwise designated in the orders.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Carlmar	5	3.0	East	Marengo
East Lind	16	0.1	East	Lind
Hole Track	162	1.7	West	Lind

Capacity in Cars	Siding	Other tracks	Telegraph calls	Distance from Othello	Time Table No. 3 JULY 26, 1964 STATIONS		Distance from Cle Elum	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	L
					Othello	Cle Elum				
	L	Yard	SO	0.0	OTHELLO	98.9	BHKOPR TWX	Continuous Except Sunday	A	
		113	11	9.2	TAUNTON	89.7	P	No Office		
		60	18	15.0	CORFU	83.9	P	No Office		
		111	10	24.7	SMYRNA	74.2	P	No Office		
				38.8	BEVERLY	61.1	BKPYX	6.00 AM to 3.00 PM Except Sat. & Sun.		
				38.8	BEVERLY JCT.	60.1	JPX	No Office		
		113		44.0	DORIS	54.9	P	No Office		
		60	5	49.6	RYE	49.3	P	No Office		
		103	20	56.6	BOYLSTON	43.3	P	No Office		
			17	64.9	EAST KITTITAS	34.0		No Office		
		113	85	67.2	KITTITAS	31.7	KPWY	6.00 AM to 3.00 PM Except Sat. & Sun.		
			14	70.1	REGAL	28.8		No Office		
		91	48	73.6	ELLENSBURG	25.3	P	No Office		
		60	27	80.5	THORP	18.4	P	No Office		
		108	8	88.9	HORLICK	10.0	P	No Office		
	A	Yard	CM	98.9	CLE ELUM	0.0	BKPRWX	12.01 AM to 5.00 PM	L	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Automatic Block Signal System is in use between Othello and Cle Elum.

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

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

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

Stations	Capacity in Cars		Telegraph calls	Distance from Cle Elum	Time Table No. 3 JULY 26, 1964		Distance from Seattle	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	Remarks
	Sidings	Other tracks			STATIONS	STATIONS				
L		Yard	CM	0.0	CLE ELUM	89.9	BKPRWX	12.01 AM to 5.00 PM	A	
	106	34		11.6	EASTON	78.3	PVY	No Office		
	70			20.1	WHITTIER	69.8	P	No Office		
	98	82		29.0	HYAK	60.9	PX	No Office		
	69			36.7	BANDERA	53.2	P	No Office		
	56	12		42.0	GARCIA	47.9	P	No Office		
	101	21		46.5	RAGNAR	43.4	P	No Office		
	135	395	MY	50.8	CEDAR FALLS	39.1	BJKOPW XYZ	6.00 AM to 2.00 PM 9.00 PM to 5.00 AM		
				54.8	BAGLEY JCT.	35.1	JP	No Office		
	59			55.6	BARNESTON	34.3	P	No Office		
	115			59.5	TRUDE	30.4	P	No Office		
A		14	MV	67.8	MAPLE VALLEY	22.1	JPRVX	Continuous	L	
			RN	78.1	(N. P. Crossing) RENTON	11.8	IPV			
		Yard	BI	80.5	BLACK RIVER (U. P. Crossing)	9.4	IJPRVXY			
	111	33		84.8	VAN ASSELT	5.1	P	Via. P. C. R. R.		
				86.5	ARGO (U. P. Crossing) (N. P. Crossing)	3.4	IP			
				88.2	SPOKANE STREET TOWER	0.7		Via. P. C. R. R.		
A				88.9	STACY STREET YARD	0.0	BOPTVXZ		L	
		Yard	OW	89.9	SEATTLE	0.0	P	Via. U. P. R. R.		

Passenger trains must not exceed a maximum speed of 70 miles per hour. Other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Landsburg	2.6	West	Trude

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

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

Automatic Block Signal System is in use between Cle Elum and Maple Valley.

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

Marker lamps must be lighted while passing through Snoqualmie Tunnel No. 50 between Hyak and Bandera.

Time Table No. 3 JULY 26, 1964	Stations	Distance from Seattle	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS		
				Sidings	Other tracks	51		81	93	83	
						U. P. R. R. Passenger 458	U. P. R. R. Time Freight 602	Way Freight	U. P. R. R. Time Freight 690		
	SEATTLE	0.0	OW			Daily	Daily	Daily	Daily	Daily	Daily
	STACY ST. YARD	0.0			Yard				L 12.45PM		
	SPOKANE ST. TOWER	0.7							12.50		
	ARGO (U. P. Crossing) (N. P. Crossing)	1.7							12.55		
	VAN ASSELT	5.1		111	336				1.00		
	BLACK RIVER (N. P. Crossing)	9.4	BI		Yard	L 5.15PM	L 1.55AM	L 1.15PM	L 9.00PM		
	ANDOVER	11.6			46	5.17	1.58	1.20	9.03		
	KENT	16.3	K	95	112	5.23	2.07	82 1.40	9.12		
	AUBURN	21.3	BR	90	134	5.29	84 2.21	1.55	9.21		
	BENROY	25.9		64		5.35	2.29	2.10	9.29		
	SUMNER	28.4	UX	91	50	5.40	2.35	2.30	9.35		
	PUYALLUP	30.1		59	22	5.42	2.40	2.35	9.40		
	TACOMA JCT. (East End Double Track)	35.6	JN	79		A 5.50PM	A 2.55AM	2.45	A 9.55PM		
	(G.N., U.P. & N.P. Crossing)	37.1									
	TACOMA	37.6	MA								
	(West End Double Track) TIDE FLATS YARD	37.6			Yard				A 3.00PM		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Concora	0.1	West	Black River

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

Automatic Block Signal System is in use between Black River and Tacoma Jct.

No. 51 will stop on signal Kent, Auburn and Sumner to receive revenue passengers for Vancouver, Wash., and beyond.

Double track is in use between Tacoma Jct. and Tide Flats Yard. Trains and engines using these tracks must use the right hand track as prescribed by Rule D-151. Crossover movements and movements against the current traffic between Tacoma Jct. and Tide Flats Yard must be properly protected. Maximum speed must not exceed 15 MPH.

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

The following tracks are wired: 6, 7, 8, 12 and east end of track 13, Seattle Union Station, and first three cross-over tracks east of station; Northern Pacific Railway Co. interchange track, Argo, and tracks 1 and 8 Van Asselt.

At Auburn, an auxiliary siding with a capacity of 58 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

Time Table No. 3 JULY 26, 1964 STATIONS	Distance from Tacoma	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	FIRST CLASS			SECOND CLASS		
				52			84	94	82
				U. P. R. R. Passenger 457			U. P. R. R. Time Freight 691	Way Freight	U. P. R. R. Time Freight 681
SEATTLE	37.6	P	Via U. P. R. R.	Daily			Daily	Daily Except Sunday	Daily
STACY ST. YARD	36.6	BOPT VXZ					A 11.50AM		
SPOKANE ST. TOWER	35.9		Via P. C. R. R.				11.45		
ARGO (U. P. Crossing) (N. P. Crossing)	34.2	IP	Via P. C. R. R.				11.35		
VAN ASSELT	32.5	P					11.30		
BLACK RIVER (N. P. Crossing)	28.2	IJPRVXY	Continuous	A 93 1.12PM			A 2.45AM	A 11.20AM	A 1.55PM
ANDOVER	26.0		No Office	1.10			2.42	11.15	1.50
KENT	21.3	PX	8.00 AM to 5.00 PM Except Sat. & Sun.	1.04			2.31	11.05	93 1.40
AUBURN	16.3	PX	7.00 AM to 6.00 PM Except Sat. & Sun.	12.58			81 2.21	10.30	1.30
BENROY	11.7	P	No Office	12.53			2.10	10.05	1.20
SUMNER	9.2	PVX	7.00 AM to 10.00PM Except Sat. & Sun.	12.50			2.03	10.00	1.14
PUYALLUP	7.5	P	No Office	12.47			1.58	9.10	1.10
TACOMA JCT. (East End Double Track)	2.0	JKPRVX	Continuous	L 82 12.41PM			L 1.45AM	8.55	L 52 1.00PM
(G.N., U.P. & N.P. Crossing)	0.5	MPX	No Office						
TACOMA	0.0	X	No Office						
(West End Double Track)	0.0	BKOPRT VWXYZ	No Office					L 8.45AM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER

WHISTLE SIGNALS:

To Seattle via Pacific Coast R. R. 1 long 1 short 1 long
To Seattle via Union Pacific R. R. 1 long

NORTHERN PACIFIC RR — BLACK RIVER

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

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

Time Table No. 3 JULY 26, 1964 STATIONS	Distance from Elk River	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	Capacity in cars				Telegraph calls	Distance from St. Maries
				Sidings	Other tracks	Yard	CB		
L			7.00 AM to 4.00 PM Except Sunday					0.0	
	11		No Office					9.4	
	30	18	No Office					11.1	
	24		No Office					13.5	
	43		No Office					19.6	
	39		No Office					21.1	
	25	43	No Office					25.1	
	23	6	No Office					27.1	
	33		No Office					31.7	
	25	184	No Office					36.9	
	30		No Office					44.8	
A			No Office					50.4	
			Via W. I. & M. R. R.						
L	38	57	8.00 AM to 5.00 PM Except Sat. & Sun.					52.4	
	10		No Office					61.1	
	17	45	No Office					65.1	
	13		No Office					70.3	
A	10	94	No Office					72.2	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Cardwell Spur	9	1.0	West	Rover
Renfrew	19	2.5	West	Wayland
Ryans Spur	7	0.4	East	Fernwood
Jim's Spur	3	1.0	West	Emerald Creek

Time Table No. 3 JULY 26, 1964 STATIONS	Distance from Coeur d'Alene	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	Capacity in cars		Telegraph calls	Distance from McOutre
				Sidings	Other tracks		
L 9.40AM	43		No Office				0.0
9.45		25	No Office				1.8
10.05		74	No Office				6.2
10.15			No Office				7.1
A 10.30AM	17		No Office				8.7
		99	No Office				10.4

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

10		WESTWARD				NINTH SUBDIVISION				EASTWARD				11	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Dishman	Time Table No. 3				Distance from Metaline Falls	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS	
95	291	Sidings	Other tracks			JULY 26, 1964							292	96	
G. N. Freight	Way Freight	Daily Except Sunday	Sun., Tues & Thurs.			STATIONS				Way Freight	G. N. Freight				
						Mon., Wed. & Fri.	Daily Except Sunday								
L	10.30PM	56	5	SP	0.0	DISHMAN	120.1	JPRVXY	Continuous	A	10.45PM				
	10.50		17		5.7	GREENACRES	114.4		No Office		10.30				
L	9.30AM	41	71		11.7	SPOKANE BRIDGE	108.4	PRVX	No Office		10.15	A	4.10PM		
A	9.40AM	43			15.0	McGUIRES	105.1	JPRVX	No Office		10.05	L	4.01PM		
					16.5	(N. P. Crossing) (S. I. Crossing)	103.6	U	No Office						
	11.30		60		16.6	GRAND JCT.	103.5	PVX	No Office		9.40				
	11.45				23.3	RATHDRUM	96.8	PV	No Office		9.15				
	12.15AM	95	12		37.1	SPIRIT LAKE	83.0	P	No Office		8.30				
	12.35	32			44.7	BLANCHARD	75.4	P	No Office		8.01				
	1.05	52	84	NR	59.0	NEWPORT	61.1	PVXZ	8.00 AM to 5.00 PM Except Sat. & Sun.		7.30				
	1.15				63.5	SULLIVAN	56.6	P	No Office		6.40				
	1.30	15			71.0	DALKENA	49.1	P	No Office		6.20				
	1.45	34	19		76.2	USK	43.9	PXY	No Office		6.05				
	1.50		48		78.1	CUSICK	42.0	PX	No Office		5.55				
	2.15	14			88.3	JARED	31.8	P	No Office		5.25				
	2.35	7			97.0	BLUESLIDE	23.1	P	No Office		5.05				
	2.43	15			100.9	LOST CREEK	19.2	P	No Office		4.55				
	2.55	8			106.6	TIGER	13.5	P	No Office		4.40				
	3.10	48	11		110.6	IONE	9.5	P	No Office		4.30				
A	3.40AM	17	183	MF	120.1	METALINE FALLS	0.0	BKPRXYZ	8.00 AM to 5.00 PM Except Sat. & Sun.	L	4.00PM				

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Cap. In Cars	Miles	Direction	Station
Opportunity	28	0.8	West	Dishman
Cougar	1	2.3	West	Dishman
Vera	14	4.5	West	Dishman
Seasons	7	6.5	East	Spirit Lake
Calispel	8	0.6	West	Cusick

Great Northern trains only will register at Spokane Bridge.

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

10		WESTWARD				TENTH SUBDIVISION				EASTWARD				11	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Warden	Time Table No. 3				Distance from Moses Lake	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS	
95	291	Sidings	Other tracks			JULY 26, 1964							292	96	
G. N. Freight	Way Freight	Daily Except Sunday	Sun., Tues & Thurs.			STATIONS				Way Freight	G. N. Freight				
						Mon., Wed. & Fri.	Daily Except Sunday								
L					0.0	WARDEN	23.2	JPRXY	8.00 AM to 5.00 PM Exo. Sat. & Sun.	A					
					8.2	TIFLIS	15.0	JPXY	No Office						
					10.8	JARDINE	12.4		No Office						
					14.2	SIELER	9.0	P	No Office						
					17.2	McDONALD	6.0	P	No Office						
					19.2	GOODRICH	4.0		No Office						
A					23.2	MOSES LAKE	0.0	PXY	7.30 AM to 4.30 PM Exo. Sat. & Sun.	L					

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Moses Lake.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Scalley Spur	0.4	West	Sieler

10		WESTWARD				ELEVENTH SUBDIVISION				EASTWARD				11	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tiflis	Time Table No. 3				Distance from Marcellus	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS	
95	291	Sidings	Other tracks			JULY 26, 1964							292	96	
G. N. Freight	Way Freight	Daily Except Sunday	Sun., Tues & Thurs.			STATIONS				Way Freight	G. N. Freight				
						Mon., Wed. & Fri.	Daily Except Sunday								
L					0.0	TIFLIS	38.7	JPXY	No Office	A					
					8.0	RUFF	30.7		No Office						
					13.8	MOODY	24.9		No Office						
					18.8	BATUM	19.9		No Office						
					22.7	LAUER	16.0		No Office						
					29.5	SCHOONOVER	9.2		No Office						
					33.9	PACKARD	4.8		No Office						
A					38.7	MARCELLUS	0.0	Y	No Office	L					

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Laing	4.6	West	Tiflis
Jantz	4.2	West	Lauer
Reiman	2.0	West	Lauer

		Capacity in cars		Telegraph calls	Distance from Beverly Jct.	Time Table No. 3 JULY 26, 1964		Distance from Hanford Yard	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			STATIONS					
L					0.0	BEVERLY JCT.	24.3	JPX	No Office	A	
		21			4.0	LEVERING	20.3		No Office		
			10		14.4	PRIEST RAPIDS	9.9	PX	No Office		
A					20.8	HANFORD	3.5	X	No Office	L	
					24.3	HANFORD YARD	0.0	PVXY			

Trains must not exceed a maximum speed of 30 miles per hour, except from one mile west of Levering to 4 miles west of Priest Rapids 20 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
 Rule 83(B) does not apply at Hanford and Beverly Jct.

		Capacity in cars		Telegraph calls	Distance from Cedar Falls	Time Table No. 3 JULY 26, 1964		Distance from Everett	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			STATIONS					
L			Yard	MY	0.0	CEDAR FALLS	54.6	BJKOPRWXYZ	6.00 AM to 2.00 PM 9.00 PM to 5.00 AM	A	
					5.9	TANNER (N. P. Crossing)	48.7	PU	No Office		
		67	19		8.0	NORTH BEND	46.6	PX	No Office		
				Q	11.2	SNOQUALMIE FALLS	43.4	PX	8.00 AM to 5.00 PM Except Sat. & Sun.		
			19		12.3	TOKUL	42.3		No Office		
			8		16.9	FALL CITY	37.7	P	No Office		
		92	20		22.3	CARNATION	32.3	P	No Office		
		29	20		31.0	DUVALL	23.6	P	No Office		
			10		36.6	HIGH ROCK	18.0		No Office		
A					40.2	MONROE JCT.	14.4	JPVX	No Office	L	
				RO	40.5	MONROE	14.1				
					47.4	SNOHOMISH	7.2		Via G. N. Ry.		
					53.2	LOWELL JCT.	1.4	JPVX			
					53.7	BELT YARD	1.9	JVXZ	Via N. P. Ry.		
					53.2	LOWELL JCT.	1.4	JPVX			
A			Yard	RT	54.6	EVERETT	0.0	BKOPRX	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

		Capacity in cars		Telegraph calls	Distance from Bagley Jct.	Time Table No. 3 JULY 26, 1964		Distance from Enumclaw	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			STATIONS					
L					0.0	BAGLEY JCT.	16.1	JPRX	No Office	A	
		15	16		2.3	SELLECK	13.8	PX	No Office		
					5.3	KANASKAT JCT.	10.8	JPV	No Office		
		11			7.4	PALMER	8.7		No Office		
			10		8.6	BAYNE JCT.	7.5	JPX	No Office		
			20		8.8	BAYNE	7.3	X	No Office		
					9.9	CUMBERLAND	6.2		No Office		
		15			10.7	NACO	5.4		No Office		
			62		12.7	VEAZIE	3.4	P	No Office		
A			90	CW	16.1	ENUMCLAW	0.0	BOPRVXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

		Capacity in cars		Telegraph calls	Distance from Park Jct.	Time Table No. 3 JULY 26, 1964		Distance from Ashford	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			STATIONS					
L		35			0.0	PARK JCT.	5.5	JPXY	No Office	A	
			67		3.5	NATIONAL	2.0		No Office		
A			10		5.5	ASHFORD	0.0	X	No Office	L	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Frederickson	Time Table No. 3 JULY 26, 1964 STATIONS	Distance from Morton	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	
791	Way Freight	Sidings	Other tracks							792	Way Freight
	Daily Except Sat. & Sun.									Daily Except Sun. & Mon.	
L 6.57AM		32	34		0.0	FREDERICKSON	53.3	JPRXY	No Office	A 12.35PM	
7.25		72			6.6	THRIFT	46.7	P	No Office	12.05PM	
7.38		30			9.8	TANWAX	43.5	P	No Office	11.55	
8.30		92			20.4	EATONVILLE JUNCTION	32.9	JPXY	No Office	10.55	
		82	30		21.4	EATONVILLE	33.9	PX	No Office		
9.00		92	20		28.3	NEW RELIANCE	25.0	PX	No Office	10.25	
9.15		16	30	BE	33.8	ELBE	20.0	P	7.00 AM to 4.00 PM Except Sat. & Sun.	9.55	
9.25 9.40					35.7	PARK JCT.	17.6	JPXY	No Office	791 9.30 9.20	
10.45		27	220		39.8	MINERAL	13.5	PX	No Office	9.00	
10.59		54	42		44.0	DIVIDE	9.3	PX	No Office	8.45	
11.20		15			51.2	COAL CANYON	2.1	P	No Office	6.10	
A 11.30AM		60	155	MN	53.3	MORTON	0.0	BKRPXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 6.01AM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Columbia Powder Co.	0.7	West	Frederickson
Nineteen Creek	1.9	East	Coal Canyon

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

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

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

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

Frederickson is a register station for No. 791 only.

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tacoma Jct.	Time Table No. 3 JULY 26, 1964 STATIONS	Distance from Longview	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	SECOND CLASS	THIRD CLASS
791	863	Sidings	Other tracks							792	864
Way Freight	Time Freight									Way Freight	Time Freight
Daily Except Sat. & Sun.	Daily Except Saturday									Daily Except Sun. & Mon.	Daily Except Sunday
L 6.00AM	L 4.00AM	79		JN	0.0	TACOMA JCT.	108.4	JKPRVX	Continuous	A 1.30PM	A 10.15AM
6.20	4.30		284		5.3	HILLSDALE	103.1	PX	No Office	1.10	9.55
6.45	4.40	119			9.0	ALLISON	99.4		No Office	12.50	9.45
A 6.57AM	4.55		34		13.2	FREDERICKSON	95.2	JPRXY	No Office	L 12.35PM	9.35
			19		16.6	LOVELAND	91.8		No Office		
	5.10	70			21.2	GREENDALE	87.2	P	No Office		9.15
	5.25	20	50		29.0	McKENNA	79.4	P	No Office		8.58
	5.40	33	12		36.6	RAINIER	71.8	P	No Office		8.42
	5.50		85		42.1	SKOOKUMCHUCK	66.3	JV	No Office		8.31
	5.54			JC	43.2	WESTERN JCT.	65.2	JVP	7.00 AM to 4.00 PM Except Sat. & Sun.		8.28
	5.58	30			44.4	OFFUTT LAKE	64.0	P	No Office		8.25
	6.25	30	39		50.4	MAYTOWN	58.0	JPRX	No Office		8.10
	6.40	51			57.8	ESSEX	50.6	P	No Office		7.40
					62.8	(N. P. Crossing) (U. P. Crossing) BLAKESLEE JCT.	45.6	MX	No Office		
	6.50	40	36		64.1	CENTRALIA	44.3	PXZ	No Office		7.25
	864 7.15	54	80	CH	67.8	(3 N. P. Crossings) CHEHALIS	40.6	KMPRVX	6.00 AM to 3.00 PM Except Sat. & Sun.		863 7.15
A 8.05AM				JO	68.8	(N. P. Crossing) CHEHALIS JCT.	39.6	IJMPVX	6.00 PM to 3.00 AM Except Sat. & Sun.		L 6.15AM
A 12.01PM					108.4	LONGVIEW	0.0		Via N. P. Ry.		L 5.00AM

Trains must not exceed a maximum speed of 30 miles per hour between Tacoma Jct. and Frederickson, 35 miles per hour between Frederickson and Western Jct., 40 miles per hour between Western Jct. and Mile Post 16, and 15 miles per hour between Mile Post 16 and Chehalis Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Automatic Block Signal System is in use between Tacoma Jct. and Hillside.

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

Frederickson is a register station for No. 791 only.

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

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

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

At Maytown the normal position of junction switch is for the Seventeenth Subdivision.

At Skookumchuck, trains will be permitted to move on Weyerhaeuser Timber Company's tracks between the hours of 9 P. M. and 6 A. M. for switching purposes only. Such movements must be protected as prescribed by Rule 99.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
MIDLAND	1.5	East	Allison
UPCO	2.8	West	Offutt Lake

		Capacity in cars		Telegraph calls	Distance from Maytown	Time Table No. 3		Distance from Hoquiam	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			JULY 26, 1964					
L		30	39		0.0		MAYTOWN	56.6	JPRX	No Office	A
					9.4		ROCHESTER (N. P. Crossing)	47.2	PU	No Office	
A			7		11.3		HELSEING JCT.	45.3	JPRV	No Office	L
					53.0		ABERDEEN	3.6	P	Via U. P. Ry.	
					56.6		HOQUIAM	0.0	P	Via N. P. Ry.	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

At Maytown the normal position of junction switch is for the Seventeenth Subdivision.

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

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

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Chehalis Jct.	Time Table No. 3		Distance from Raymond	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	THIRD CLASS	
963		Sidings	Other tracks			JULY 26, 1964					STATIONS	
	Way Freight				0.0		CHEHALIS JCT.	46.2	IJMPVX	Via N. P. Ry.		
	Daily Except Sunday				16.9		DRYAD JCT.	29.3	JRVX	No Office	A	7.10AM
L	9.40AM				17.9		DOTY	28.3		No Office		7.05
	9.45		7		23.1		HILDA	23.1	X	No Office		6.45
	10.01		60		31.6		MACPHAIL	14.6	X	No Office		6.15
	10.30		10		34.9		SUTICO	11.3	X	No Office		5.40
	10.43	27			36.5		FIRDALE	9.7	X	No Office		5.30
	10.49				46.2		RAYMOND	0.0	BKORVXY	8.00 AM to 5.00 PM Except Sunday	L	5.00AM
A	11.20AM		Yard	RD								

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

Dryad Jct. is a register station for No. 964 and No. 963 only.

		Capacity in cars		Telegraph calls	Distance from Bellingham	Time Table No. 3		Distance from Maple Falls	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			JULY 26, 1964					
L			Yard	BM	0.0		BELLINGHAM (4 G. N. Crossing)	39.5	BKMORTVXZ	8.00 AM to 5.00 PM Except Sunday	A
		23			4.0		CORNWALL	35.5		No Office	
		38			11.4		WAHL	28.1		No Office	
		23			17.0		STRANDELL	22.5		No Office	
			30		17.8		EVERSON	21.7	X	No Office	
		25			19.3		HAMPTON	20.2	JXY	No Office	
		17			22.2		CLEARBROOK	17.3		No Office	
			Yard	SU	25.1		SUMAS (N. P. Crossing)	14.4	VXY	8.00 AM to 5.00 PM Except Sat. & Sun.	
					26.1		HILLYTOP	13.4	U	No Office	
		21			31.9		COLUMBIA	7.6		No Office	
			15		32.7		LIMESTONE JCT.	6.8		No Office	
					33.4		KENDALL	6.1	Y	No Office	
		12			36.3		MAPLE FALLS	3.2		No Office	
A		15			39.5			0.0		No Office	L

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

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

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

		Capacity in cars		Telegraph calls	Distance from Lynden	Time Table No. 3		Distance from Lynden	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	
		Sidings	Other tracks			JULY 26, 1964					
L			20		0.0		HAMPTON	5.4	JY	No Office	A
A			Yard	LY	5.4		LYNDEN	0.0		8.00 AM to 5.00 PM Except Sat. & Sun.	L

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

Capacity in cars		Telegraph calls	Distance from Port Townsend	Time Table No. 3		Distance from Port Angeles	See Rule 6-A	Office Hours Also See Page 18 for Other Assigned Hours	L
Sidings	Other tracks			JULY 26, 1964					
STATIONS									
L			0.0	PORT TOWNSEND	50.8	BVX	8.00 AM to 5.00 PM Except Sat. & Sun.	A	
	23		12.3	DISCOVERY JCT.	38.5	VX	No Office		
		10	13.5	MAYNARD	37.3	X	No Office		
	19		24.7	BLYN	26.1		No Office		
	34	8	31.5	SEQUIM	19.3		8.00 AM to 5.00 PM Except Sat. & Sun.		
		7	35.1	CARLSBORG	15.7	X	No Office		
		7	38.9	AGNEW	11.9		No Office		
		12	42.4	CRANE	8.4		No Office		
	23		48.0	ENNIS CREEK	2.8	X	No Office		
A		Yard	50.8	PORT ANGELES	0.0	BKORXYZ	8.00 AM to 5.00 PM Except Sunday	L	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Miles	Direction	Station
Bekkar	2.2	East	Blyn

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

W. A. SMITH, Chief Dispatcher

C. P. MILES, R. H. KOUBE,
W. H. SMITH, R. C. GAYNOR,
L. H. BAILLY, D. L. ROBERTS,
Train Dispatchers.

W. J. PETA, F. B. CEDERHOLM, J. P. McMULLIN, C. L. SHAW, W. R. FERRIER
Trainmasters Assistant Trainmaster Traveling Engineers

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAY
Avery			4:00 AM to 11:59 AM 4:30 PM to 12:30 AM
St. Maries			7:00 AM to 4:00 PM
Malden			11:45 PM to 3:45 PM
Othello		12:01 AM to 4:00 PM	Continuous
Cle Elum			8:00 AM to 5:00 PM
Cedar Falls			6:00 AM to 2:00 PM 9:00 PM to 5:00 AM
Chehalis	10:30 AM to 12:30 PM	2:00 PM to 5:00 PM	
Raymond			8:00 AM to 5:00 PM
Bellingham			8:00 AM to 5:00 PM
Port Angeles			8:00 AM to 5:00 PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays. At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by bulletin. Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas on day set by Proclamation.

YARD LIMITS AT

Avery—Extend from 3662 ft. east of east switch of yard to 3659 ft. west of west switch of yard.
St. Maries—Extend from 5089 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on First Subdivision, and to 7500 ft. west of west wye switch on Seventh Subdivision.
Plummer—Extend from 4591 ft. east of Junction switch to 2905 ft. west of west switch on First Subdivision, and to 2084 ft. west of west wye switch on Second Subdivision.
Malden—Extend from 3099 ft. east of east switch to 5028 ft. west of west switch.
Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction switch.
Clarkia—Extend from 1060 ft. east of east switch to 2000 ft. west of west switch.
Purdue-Bovill—Extend from 800 ft. east of Purdue to 2279 ft. west of west switch Bovill.
Elk River—Extend from 3409 ft. east of east switch to end of track.
Dishman—Extend from 5448 ft. west of west switch to Union Pacific R. R. connection.
McGuire-Grand Jct.—Extend from 2004 ft. east of east switch McGuire to 1500 ft. west of west switch Grand Jct. on Ninth Subdivision and to 4342 ft. west of junction switch on Eighth Subdivision.
Newport—Extend from 3348 ft. east of east switch to 3365 ft. west of west switch.
Usk-Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.
Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
Huetter-Coeur d'Alene—Extend from 2000 ft. east of east switch Huetter to end of tracks at Coeur d'Alene including joint track to Rutledge Mill.
Spokane Bridge—Extend from 3600 ft. east of east switch to 3100 ft. west of west switch.
Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
Othello—Extend from 6099 ft. east of east switch to 1000 ft. west of west switch of U and I Sugar Co. track.
Moses Lake—Extend from 2000 ft. east of east wye switch to Airbase.
Tiflis—Extend from 500 ft. west of west wye switch on Tenth Subdivision to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Eleventh Subdivision.
Warden—Extend from wye switches to 3000 ft. west of industry track switch on Tenth Subdivision.
Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Fourth Subdivision, and 5000 ft. west of junction switch Beverly Jct. on Twelfth Subdivision.
Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.
Hyak—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.
Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on Fifth Subdivision, and 2900 ft. west of west switch of Log Loading track on Thirteenth Subdivision.
Maple Valley—Extend from 3000 ft. east of east switch to Pacific Coast R. R. yard limits.
Black River—Extend from 3063 ft. west of Northern Pacific Railway crossing to Pacific Coast R. R. and Union Pacific R. R. yard limits.
Kent—Extend from 3000 ft. east of east switch to 1847 ft. west of west switch.
Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.
Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.
Tacoma-Tacoma Jct.-Hillsdale—Extend from 3500 ft. east of east siding switch at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on Sixth Subdivision and to 1608 ft. west of west switch Hillsdale on Seventeenth Subdivision.

LOCATION OF EMERGENCY TELEPHONES AT AND BETWEEN STATIONS

FIRST SUBDIVISION:
Between Ethelton and Pocono—Booth Mile Post 1782.
Herrick—Box on pole M.P. 1791.
Between Calder and St. Joe—Booth Mile Post 1801.3.
St. Maries—At east head block, east yard switch, west end of yard, and west switch.
Benewah Bridge—West end.
Little Plummer—Box on post at Signal 59-4.
Sorrento—Pole just west of road crossing at spur.
Wallner—Box on pole.
Lone Pine—Pole opposite spur.
Swan—Booth west end warehouse.
SECOND SUBDIVISION:
Setters—Pole north side of track.
THIRD SUBDIVISION:
Malden—Room East of waiting room and on pole at west switch.
Pine City—Section house.
Kenova—East switch.
Tunnel 44—Phone booth.

Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.
North Bend—Extend from east switch to 3500 ft. west of west switch.
Snoqualmie Falls—Extend 3100 ft. east of east switch to 2692 ft. west of west switch.
Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.
Everett-Belt Yard—Extend from Lowell Jct. to end of track Everett, and Belt Yard N. P. Ry. connection to end of track.
Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on Fourteenth Subdivision.
Selleck—Extend from 2263 ft. east of east switch to 3120 ft. west of west switch.
Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west of Bayne Mine switch.
Enumclaw—Extend from 1288 ft. east of east wye switch to 2025 ft. west of west switch of Northern Pacific siding and to 1300 ft. east of interchange east switch White River Lbr. Co. R. R.
Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on Sixteenth Subdivision, and 2672 ft. west of west switch on Seventeenth Subdivision.
Eatonville Jct.—Eatonville—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch Eatonville Jct., and to end of track west of Eatonville.
New Reliance—Extend from 1000 ft. east of east switch to 2500 ft. west of west switch.
Park Jct.—Extend from 3060 ft. east of east switch to 2860 ft. west of west switch on Sixteenth Subdivision, and 6468 ft. west of west switch on Fifteenth Subdivision.
Mineral—Extend from 6614 ft. east of east switch to 1473 ft. west of west switch.
Divide—Extend from 2500 ft. east of east switch to 3500 ft. west of west switch.
Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.
Ashford—Extend from 242 ft. east of east switch to end of track.
Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on Seventeenth Subdivision, and to 3279 ft. west of west switch on Eighteenth Subdivision.
Blakeslee Jct.-Centralia-Chehalis-Chehalis Jct.—Extend from 512 feet east of N. P. R. R. crossing at Blakeslee Jct. to end of track on C. C. & C. R. R. at Chehalis Jct.
Dryad Jct.—Extend from junction switch to 1500 feet west of junction switch.
Hilda—Extend from 1500 feet east of east switch to 1500 feet west of west switch.
MacPhail—Extend from 2476 ft. east of east switch to 2000 ft. west of west switch.
Firdale—Extend from 3500 feet west of M.P. 56 to 1000 ft. east of east switch at Sutico.
Raymond—Extend from 4230 ft. east of east switch to end of track.
Port Angeles-Ennis Creek—Extend from 2500 ft. east of east switch at Ennis Creek to 1500 ft. west of Bayside yard switch.
Carlsborg—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch.
Maynard-Discovery Jct.—Extend from 1500 ft. west of switch Maynard to 1000 ft. east of east switch Discovery Jct.
Port Townsend—Extend from 2500 ft. west of west main line switch, east to end of yard tracks.
Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.
Everson-Hampton—Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton.
Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.

FOURTH SUBDIVISION:
Othello—East and west switch at roundhouse and car department.
Taunton—Substation and east switch.

LOCATION OF EMERGENCY TELEPHONES AT AND BETWEEN STATIONS—Continued

Corfu—East switch phone box and in box on pole at west switch. Smyrna—East switch phone box, section house and depot. M.P. 2023—18 pole lengths east of M.P. 2023. Beverly—East switch phone box, section house and cafe. Columbia River Bridge—West end phone box. M.P. 2029—4 pole lengths east phone box. Doris—Substation and west switch phone box. Rye—West switch phone box. M.P. 2043—8 pole lengths east phone box. Boylston—Section house and west switch phone box. M.P. 2049—12 pole lengths west phone box. Kittitas—Substation and in trainmen's room. Ellensburg—In booth at west switch. Thorp—East switch and west switch phone boxes. Taneum—Watchman's shanty, 1/2 mi. west of M.P. 2070. Tunnel 47—Just east of M.P. 2073 phone booth. Horlick—East switch and west switch phone boxes and section house. Riverside—Just east M.P. 2079 and M.P. 2080 phone boxes. Cle Elum—Section house, substation, and west switch phone box.

FIFTH SUBDIVISION:

Signal 5-7—10 pole lengths west of M.P. 2091 phone box. Easton—East switch, baggage room and section house. Bridge 18—M.P. 2100 phone booth. M.P. 2104—6 pole lengths east phone box. Whittier—East switch phone booth and west switch phone box. Meadow Creek—Signal 23-0 phone box. Roaring Creek—1/4 mi. west of M.P. 2110. Keechelus Snow Shed—West end phone booth. Hyak—East switch phone box, section house, substation, baggage room and Signal Mtr.'s house. Rockdale—East switch phone box and west switch phone booth. Humpback Snow Shed—100 feet west phone box. Windy Point—1/2 mi. west M.P. 2120 watchman's shanty. Bandera—East switch watchman's shanty, west switch phone box. Harris Creek—Phone booth Signal 42-3, M.P. 2124.5. Minot—Watchman's shanty. Garcia—Section house, depot and west switch phone booth. Hull Creek—3 pole lengths east of Change Creek Bridge. Ragnar—East switch and west switch phone booths. Cedar Falls—Substation, waiting room and west switch phone booth. Bagley Jct.—Phone booth. Barneston—West switch phone booth. Trude—East switch and west switch phone booths. Landsburg—1/2 mi. west M.P. 2148. Maple Valley—Section house, east switch phone box and 2 mi. west near M.P. 2156 phone box. Cedar Mountain—Overhead highway crossing phone box. Indian—East switch and west switch phone boxes. Elliot—Phone box, 1 mi. east phone box, Bridge 14-2 1 mi. west, 13-4 Old Bridge 7 phone box. Renton—East switch and west switch phone boxes, outside depot in box. Black River—East switch yard phone box, N.P. transfer phone box. Boeing Bridge—Signal 7-2 phone box. Davis Crossing—Phone box. Van Asselt—East end yard. *—These phones connected to the Pacific Coast Dispatcher at Maple Valley only.

SIXTH DIVISION:

Black River Intg. Plant—W.B. home signal. Black River Jct.—Yard office. Black River—N.P. crossover phone box. Andover—Phone box. Kent—East switch and west switch phone boxes and freight house. Auburn—East switch phone box freight house east siding switch, and west Army point switch phone box. Benroy—East switch phone box. Sumner—Freight house. Puyallup—East and west switch.

SEVENTH SUBDIVISION:

M.P. 56.5—In box.

EIGHTH AND NINTH SUDIVISIONS:

Vera—Box on pole. Post Falls—Engine house. Gibbs—Section house. Grand Jct.—Pole box near S.I.R.R. crossing. Sachwell—Box on pole.

Seasons—Pole box. Jenida—Pole box. Ruby—Box on pole. Vail Tunnel—Booth west end. Newport—Section men's quarters in depot.

TENTH SUBDIVISION:

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

TWELFTH SUBDIVISION:

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

THIRTEENTH SUBDIVISION:

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

FOURTEENTH SUBDIVISION:

Selleck—Phone booth. Kanaskat Jct.—Phone booth. Bayne Jct.—Phone booth. Veazie—N.P. booth, also N.P. phone. Enumclaw—Baggage room. SIXTEENTH SUBDIVISION: Frederickson—In phone booth. Thrift—In building near west switch. Tanwax—On pole at east switch. Clay City—Box on pole near loading platform. Eatonville Jct.—Phone booth. New Reliance—Phone booth near west switch at highway crossing. Elbe—Freight house. Park Jct.—Phone booth near east switch. Old Burt—On pole in box. Mineral—Pole outside depot. Divide—Phone booth near east switch. 19 Creek—Phone booth near east switch. Coal Canyon—Phone box on pole near east switch.

SEVENTEENTH SUBDIVISION:

Tacoma—On pole east end of Bridge C Street and signal 260 feet east of D Street. Hillsdale—Phone booths near 60th, 64th and 72nd Streets. Allison—In box on pole at Collins Road Crossing. Greendale—Phone box near west switch. McKenna—West switch. Rainier—In box on pole at west switch. Offutt Lake—Phone box on pole near west switch. Maytown—Freight house and section house. Essex—Phone booth near west switch. Centralia—Scale house. Chehalis—Freight house.

EIGHTEENTH SUBDIVISION:

Rochester—In box on pole west of R.R. crossing. Helsing Jct.—Phone booth.

NINETEENTH SUBDIVISION:

Doty—City phone in section house. Firdale—City phone in section house.

TWENTIETH SUBDIVISION:

Wahl—Middle of siding. Everson—Freight house. Hampton—Freight house. Sumas—In booth at east switch.

TONNAGE CHART

Table with columns for Tonnage Rating (West and East) and EF-1, EF-2, EF-3, EF-5 ratings. Rows include stations like Othello to Beverly, Tacoma to Black River, etc.

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

SURGEONS MILWAUKEE HOSPITAL ASSOCIATION

Dr. J. F. DeFree—Chief Surgeon—Seattle. Dt. R. T. Horsfield—Oculist—Seattle. Dr. J. M. Shiach—Oculist—Seattle. Dr. D. G. Willard—District Surgeon—Tacoma. Dr. A. W. Howe—Oculist—Tacoma. Dr. P. B. Smith—Oculist—Tacoma. Dr. Robert F. Kaiser—Oculist—Bellingham. Dr. H. D. Waltz—Oculist—Everett. Dr. W. W. Hicks—Oculist—Ellensburg. Dr. J. M. Nelson—District Surgeon—Spokane. Dr. R. L. Pohl—Oculist—Spokane. Dr. K. M. Morrison—Oculist—Port Angeles.

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

HOSPITALS

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

Table with columns: LOCATION, NAME, TITLE, OFFICE TELEPHONE, RESIDENCE TELEPHONE. Lists surgeons and their contact information across various locations like Spokane, St. Maries, Ellensburg, etc.

*Examining Surgeons.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Employees are prohibited from:

- Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
Standing on top of high cars while passing under bridges or through tunnels.
Getting on the end of an engine or of a car as it approaches them.
Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
Kicking or holding drawbar in position to make a coupling with an approaching car or engine.
Following other dangerous practices.

G-2 Employees are prohibited from riding:

- On engine footboards or pilot steps between engine and car when cars are being pushed.
On leading footboard or pilot steps while coupling engine to cars.
On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
On ends of cars containing lading which may shift.
On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G-3 When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-5 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

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

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

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

G-11 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

- Bad order cars.
Switch rear "S.R." cars.

G-12 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-13 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

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

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

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

G-14 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-15 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

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

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

Public Address System should be utilized at stations when available.

G-16 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition a yellow light by night, placed at one end or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

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

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-22 When diesel-electric or electric engines are handled dead in train, the following will apply:

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

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

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

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-25 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:

Table with columns: TYPE OF EQUIPMENT, M.P.H. Lists speeds for various equipment types like Trains handling ore cars, Trains handling air dumps, etc.

G-26 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-27 Diesel or electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction. Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-28 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin. The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-29 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment. From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-31 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

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.

Table with columns: On Tangent Track, On Curves. Lists speeds for various subdivisions from First to Twenty-second.

X2 Trains handling snow plows of all types, locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed 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.

Table with columns: On Tangent Track, On Curves. Lists speeds for subdivisions from First to Twenty-second.

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:

Table with columns: Station, Location. Lists turnout locations at Maple Valley and Tacoma Jct.

X3 (a) SPRING SWITCHES

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

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

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

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

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

Table with columns: Station, Location. Lists spring switch locations at Tacoma Jct., Fredericksen, and Maytown.

Signals at spring switches at Tacoma Jct., Fredericksen and Maytown indicate only the position of the spring switch.

X3 (b) 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:

Table with columns: Subdivision, Direction, Mileposts. Lists speed test section locations for subdivisions 1 through 5.

X3 (c) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X3 (d) Rule 3 (C) of the Consolidated Code of Operating Rules is amended to read as follows:

Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are: Elgin-13/0 size, 23 jewel, B. W. Raymond. Ball-13/0 Ligne size, 21 jewel, Official Railroad Standard. Under Rule 2, wrist watches of the above make and type may be used by the designated employes as a standard watch and they may have either a stainless steel or gold case.

X3 (e) Referring to Rule 920 of the Consolidated Code of Operating Rules, the following will apply:

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

FIFTH SUBDIVISION

- X38 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Corporate Limits Town of Cle Elum, Wash. 50
X39 Trains handling logs loaded on flat cars without side stakes should not exceed a speed of 15 MPH when operating over bridge FF-120, one mile west of Cedar Falls Depot.

SIXTH SUBDIVISION

- X40 Speed Restriction (in addition to General Speed Restrictions)
Maximum Speed MPH Psgr. Other Trains Trains
Over N.P. Crossing Black River 35 35
East Leg of Wye Black River 13 13
Corporate Limits Town of Kent, Wash. 40 40
Corporate Limits Town of Auburn, Wash. 40 40
Corporate Limits Town of Pacific, Wash. 50 50
Corporate Limits Town of Sumner, Wash. 40 40
Corporate Limits Town of Fife, Wash. 45 45

X41 At Tacoma, the normal position of the crossing gate over the N.P. crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMStP&P tracks.

X42 Manually controlled switches for operating traffic signal lights at the foot of west end of Eleventh Street Bridge Tacoma must be operated when switching movements are made over Eleventh Street.

X43 Manually controlled switches are installed to permit the starting or stopping by hand of crossing signals at Pacific Highway crossing at Sumner.

This switch consists of a knob, with a cover locked with a switch lock, on a box mounted on the instrument case for the crossing signals which is between the main track and siding and just east of the crossing. To operate, unlock cover, turn knob in one direction to stop signals, and opposite direction to start signals.

X44 At Tacoma, before a train or engine enters onto or makes a move over the crossing at Pacific Avenue, South 26th Street and Wakefield Drive, a trainman must first place the City Traffic lights at the crossing in a STOP position by operating switch located in box on either side of crossing.

After movement has been completed, the Traffic lights must be restored to normal position by operating switch located in box on opposite side of crossing.

X45 Union Pacific Class Engines 3800, 3900 and 4500 HP Alco-GE gas turbine electric engines are prohibited from using the following tracks between Black River and Tacoma Jct.:

Sumner: Associated Frozen Foods Track, Track over Stuck River Bridge serving Standard Brands, Fibreboard Products and Pacific Lumber Agency.

In addition to the above restrictions, the maximum speed permissible for this class engine between Tacoma Jct. and Black River is 60 MPH, subject to speed restrictions due to curvature and other time-table or special instructions.

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

Table with 4 columns: D-12, D-45, D-15, D-3.8; D-16, D-24, D-10, D-48; D-30, D-20, D-6, D-60; D-40

Note: The number following the D indicates the horsepower, in hundreds, and includes all engines of that horsepower.

X46 Eastward trains having authority to hold main track when meeting westward trains at Puyallup must not pass signal at west switch until westward train has arrived. A train on main track between switches will give a westward train a stop indication at the west switch at Sumner.

X47 The signal located 850 feet west of Tacoma Jct. office on Sixth Subdivision governs eastward movements from eastward track and will display indications in accordance with Rules 240-A Fig. 6, and 240-K Fig. 5.

The eastward signal located 225 feet west of Tacoma Jct. office on Seventeenth Subdivision governs eastward movements and will display indications in accordance with Rules 240-A Fig. 3, 240-D Fig. 3, 240-K Fig. 1.

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

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

The middle unit governs westward movements to the UP track and will display indications in accordance with Rules 240-A Fig. 4 and 240-J Fig. 2. The lower unit governs westward CMStP&P movements on Sixth Subdivision and will display indications in accordance with Rules 240-A Fig. 4 and 240-K Fig. 3.

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

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

X48 (A) Between Tacoma Jct. and Black River, when the rear car of a Union Pacific passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Consolidated Code Rules 19, D-19, 19 (A) and 19 (B). When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and auxiliary marker must display green to the rear. Rear trainman is responsible for proper display of the auxiliary marker, as well as the rear end light.

X48 (B) 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.

SEVENTH SUBDIVISION

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

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

EIGHTH SUBDIVISION

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

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

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

NINTH SUBDIVISION

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

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

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

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

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

Trains must not exceed 10 MPH over this bridge.

TENTH AND ELEVENTH SUBDIVISIONS

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

TWELFTH SUBDIVISION

- X59 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Beverly to Hanford
1000 and 1200 HP Diesels 25
1750 HP 4-wheel truck Diesels 15

THIRTEENTH SUBDIVISION

- X60 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
1000 and 1200 HP Diesels 25
1750 HP 4-wheel truck Diesels 15
Monroe Jct. to Cedar Falls
1.5 miles west Cedar Falls to one-half mile east Tanner 15
Within Yard Limits Snoqualmie Falls 6
Trains handling logs:
Over highway crossing at Tanner 10
2 miles east of Carnation to Carnation 15
On Curve just west MP 38, about 2 miles east Monroe Jct. 25
Over Bridge FF-962 between MP 39 and 40, about one-half mile east Monroe Jct. 15
Corporate Limits Town of North Bend, Wash. 15
Corporate Limits Town of Carnation, Wash. 20
Corporate Limits Town of Duvall, Wash. 20

FOURTEENTH SUBDIVISION

- X61 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Bagley Jct. to Enumclaw
1750 HP 4-wheel truck Diesels 15
Corporate Limits Town of Enumclaw, Wash. 25
Between Kanaskat Jct. and Bagley Jct., trains handling wrecking derrick, pile driver or locomotive crane 10
X62 Between Bayne Jct. and Bagley Jct. via joint track, Northern Pacific wrecking derricks 41 to 48, inclusive, Pile Driver 25 not permitted.

FIFTEENTH SUBDIVISION

SIXTEENTH SUBDIVISION

- X64 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Frederickson on Columbia Powder Spur 5
Eastward trains New Reliance and Eatonville Jct. 20
Over Nisqually River Bridge 15
Elbe, between second highway crossing west of depot and first highway crossing east of depot until engine has passed over both crossings 15
On curve 1 mile east Mineral 15
2 miles west of Divide and Coal Canyon 15
Coal Canyon and Morton 25
Corporate Limits, Town of Eatonville, Wash. 30
Corporate Limits Town of Morton, Wash. 15
From St. Paul Reload track switch to end of track west of Morton. 15

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

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

WESTWARD FREIGHT TRAINS (INFORMATION ONLY) EASTWARD

Table with columns for stations (AVERY, PLUMMER, SPOKANE, MARENGO, OHELLO, SEATTLE, TACOMA) and times for freight trains 263, 261, 262, 264.

SEVENTEENTH SUBDIVISION

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

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

X69 Eastward trains and engines moving between Hillsdale and Tacoma Jct. must stop before passing stop board located just west of C Street.

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

EIGHTEENTH SUBDIVISION

- X71 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Maytown to Helsing Jct.
1000 and 1200 HP Diesels 25
1750 HP 4-wheel truck Diesels 15

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

NINETEENTH SUBDIVISION

- X72 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Dryad Jct. to Raymond
1750 HP 4-wheel truck Diesels 15

TWENTIETH SUBDIVISION

- X73 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Bellingham to Maple Falls
1750 HP 4-wheel truck Diesels not permitted.
1000 and 1200 HP Diesels 15
On OPC track between east wye switch and end of track
Limestone Jct. 10
Limestone Jct. to Maple Falls 10

X74 At Bellingham, the normal position of the crossing gates over the crossing of the GN track in the yard, is for movements on the GN track.

X75 When trains operating on the Twentieth Subdivision are double-headed, there must be at least 8 cars between engines.

TWENTY-FIRST SUBDIVISION

TWENTY-SECOND SUBDIVISION

- X76 Speed Restrictions (in addition to General Speed Restrictions)
Maximum Speed MPH All Trains
Port Angeles to Discovery Jct.
1750 HP 4-wheel truck Diesels 15
Discovery Jct. to Port Townsend
Only 600 HP and 6-wheel truck Diesels may be operated.
Port Townsend while moving onto or off barges 2
Over Morse Creek Bridge at MP 45 to 1/2 mile west of MP 50 10