

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

**ROCKY MOUNTAIN
DIVISION
AND
COAST DIVISION**

**JOINT
TIME
TABLE
No. 2**

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

Sunday, December 1, 1974

For the government and information
of employees only

S. O. JONES
Superintendent
Rocky Mountain
Division

M. T. SEVEDGE
Superintendent
Coast Division

R. E. BECK
General Superintendent of Transportation

Q. W. TORPIN
General Manager

Mr. R. P. Jorgensen
Regional Manager
Adjustment Services
C.M.St.P.&P. R.R. Co.
827 Skinner Bldg.
Seattle, Washington 98101

TABLE OF TRAIN SPEEDS

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

ROCKY MOUNTAIN DIVN—FIRST SUBDIVN

Table with columns: Capacity in Cars (Sidings, Other Tracks), Telegraph Calls, STATIONS, Distance from Miles City, See Rule 6-A, Train Order Office Hours. Includes stations like MILES CITY, PARAGON, SHEFFIELD, THURLOW, CARTERVILLE, FORSYTH, COLD SPRINGS, VANANDA, AHLES, INGOMAR, SUMATRA, MELSTONE, MUSSELSHELL, DELPHIA, GAGE, ROUNDUP, ELSO, LAVINA, RYEGATE, SHAWMUT, HARLOWTON.

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

ABS is in use between Miles City and Harlowton.

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

ROCKY MOUNTAIN DIVN—FOURTH SUBDIVN

Table with columns: Capacity in Cars (Sidings, Other Tracks), Telegraph Calls, STATIONS, Distance from Deer Lodge, See Rule 6-A, Train Order Office Hours. Includes stations like DEER LODGE, KOHRS, GARRISON, GOLD CREEK, HASKELL, DRUMMOND, BEARMOUTH, RAVENNA, IRIS, CLINTON, BONNER JCT., MISSOULA, PRIMROSE, SCHILLING, FRENCHTOWN, HUSON, SOUDAN, ALBERTON.

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

ABS is in use between Deer Lodge and Alberton.

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

ROCKY MOUNTAIN DIVN—SIXTH SUBDIVN

Table with columns: Capacity in Cars (Sidings, Other Tracks), Telegraph Calls, STATIONS, Distance from Bonner Jct., See Rule 6-A, Train Order Office Hours. Includes stations like BONNER JCT., BONNER, McNAMARA, SUNSET, CLEARWATER, BEAR CREEK.

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.

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

ROCKY MOUNTAIN DIVN—SECOND SUBDIVN

Table with columns: Capacity in Cars (Sidings, Other Tracks), Telegraph Calls, STATIONS, Distance from Harlowton, See Rule 6-A, Train Order Office Hours. Includes stations like HARLOWTON, VALENCIA, TWO DOT, MARTINSDALE, GROVELAND, LENNEP, BRUNO, LOWETH, HAMEN, RINGLING, MOYNE, SIXTEEN, FRANCIS, NATHAN, MAUDLOW, DEER PARK, CARDINAL, LOMBARD, EUSTIS, THREE FORKS.

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

ABS is in use between Harlowton and Three Forks.

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

ROCKY MOUNTAIN DIVN—THIRD SUBDIVN

Table with columns: Capacity in Cars (Sidings, Other Tracks), Telegraph Calls, STATIONS, Distance from Three Forks, See Rule 6-A, Train Order Office Hours. Includes stations like THREE FORKS, WILLOW CREEK, SAPPINGTON, JEFFERSON ISLAND, PIEDMONT, CEDRIC, GRACE, DONALD, JANNEY, NEWCOMB, BUTTE YARD, BUTTE, ALLOY, ROCKER, SILVER BOW, DAWSON, FINLEN, MOREL, SINCLAIR, DEER LODGE.

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.

4 ROCKY MOUNTAIN DIVN—FIFTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Alberton	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
76	14	ALBERTON -6.5	0.0	BKOPQ RWY	Continuous
112	10	CYR -8.5	6.5	P	No Office
75	16	TARKIO -7.7	15.0	P	No Office
75	18	COBDEN -8.2	22.7	P	No Office
92	48	SUPERIOR -12.4	30.9	P	No Office
69	33	ST. REGIS -5.0	43.3	JOPTWY	8:00AM to 4:00PM Except Sunday
64	33	FORAKER -4.6	48.3	P	No Office
75	16	DREXEL -4.3	52.9	P	No Office
101	16	HENDERSON -5.2	57.2	P	No Office
47	12	HAUGAN -5.7	62.4	JOPQ TWY	8:00AM to 5:00PM Except Sat. & Sun.
109	7	SALTESE -3.6	68.1	P	No Office
98	18	BRYSON -4.8	71.7	P	No Office
47	21	EAST PORTAL -2.0	76.5	PQW	1:00PM to 4:00PM
28	21	ROLAND -4.8	78.5	P	No Office
100	4	ADAIR -4.6	83.3	P	No Office
23	8	FALCON -5.2	87.9	P	No Office
61	8	KYLE -3.5	93.1	P	No Office
133	52	STETSON -3.7	96.6	P	No Office
100	53	AVERY -5.3	100.3	BFKOP QRTWY	Continuous
106	12	ETHELTON -8.5	105.6	P	No Office
103	22	POCONO -8.6	114.1	P	No Office
103	15	CALDER -10.9	122.7	P	No Office
103	52	ST. JOE -6.6	133.6	P	No Office
133	52	OMEGA -5.5	140.2	P	No Office
133	Yard	ST. MARIES	145.7	BFJKO PQRTWYZ	Continuous

Trains must not exceed maximum speed of 50 miles per hour between Alberton and Avery and 40 miles per hour Avery to St. Maries.
 ABS is in use between Alberton and St. Maries.
 Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

ROCKY MOUNTAIN DIVN—EIGHTH SUBDIVN

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

Trains must not exceed maximum speed of 25 miles per hour.
 Trains handling pulpwood loaded above top of car must not exceed 15 miles per hour.
 Rule 83(B) does not apply at Bozeman Hot Springs and Gallatin Gateway.
 Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN—SEVENTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Three Forks	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
7	7	THREE FORKS -6.3	0.0	BJKOP QRTWY	Continuous
23	23	LOGAN -5.2	6.3		No Office
18	18	MANHATTAN (B. N. Crossing) -8.9	11.5	PU	No Office
10	10	HOLLAND -5.1	20.4		No Office
15	15	GREENWOOD -1.5	25.5		No Office
8	8	BOZEMAN HOT SPRINGS -6.1	27.0	JP	No Office
14	14	MATTHEWS -1.6	33.1		No Office
Yard	Yard	PATTERSON -3.7	34.7	Y	No Office
Yard	Yard	BOZEMAN	38.4	JOPR TYZ	7:00AM to 4:00PM Except Sat. & Sun.

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

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

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

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

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN—NINTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Bozeman	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
Yard	Yard	BOZEMAN (B. N. Crossing 1.8) -12.2	0.0	JOPR TUYZ	7:00AM to 4:00PM Except Sat. & Sun.
21	21	SPRINGHILL -5.5	12.2		No Office
4	4	EDILOU -5.1	17.7		No Office
8	8	ACCOLA -1.9	22.8		No Office
21	21	MENARD	24.7	T	No Office

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

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

Special Instruction X-14 applies.

WESTWARD ROCKY MOUNTAIN DIVN—TENTH SUBDIVN EASTWARD 5

Second Class	Capacity in Cars		STATIONS	Distance from Harlowton	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class
	801	800					
Freight							Freight
Daily Except Saturday							Daily Except Saturday
1:00PM	Yard	HY	HARLOWTON -14.6	0.0	BFJKOP QRTWYZ	Continuous	A 11:10PM
1:30	17		OKA -7.4	14.6	P	No Office	10:40
1:45	26		JUDITH GAP -4.7	22.0	PTY	No Office	10:25
2:00	60		GARNEILL -4.0	26.7	P	No Office	10:10
2:10	9		McCLAVE -3.4	30.7	P	No Office	10:00
2:20	27		STRAW -5.0	34.1	P	No Office	9:50
2:30	6		SIPPLE -5.0	39.1	P	No Office	9:40
2:40	70	MO	MOORE -9.7	44.1	OP	7:45AM to 4:45PM Except Sat. & Sun.	9:30
2:55	20		GLENGARRY -7.5	53.8	P	No Office	9:15
A 3:10PM	Yard		LEWISTOWN YARD	61.3	BFJKP RTWYZ	No Office	9:00PM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

ROCKY MOUNTAIN DIVN—ELEVENTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Lewistown Yard	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
35	35	GRASS RANGE -6.5	34.6		No Office
20	20	BECKET -8.2	28.1		No Office
15	15	FOREST GROVE -5.9	19.9		No Office
4	4	PIPER -4.8	14.0		No Office
23	23	HEATH -1.9	9.2	Y	No Office
19	19	DUNLAP -7.3	7.3	Y	No Office
Yard	Yard	LEWISTOWN YARD	0.0	BFJKP RTWYZ	No Office

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

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

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

Special Instruction X-14 applies.

ROCKY MOUNTAIN DIVN—TWELFTH SUBDIVN

Capacity in Cars	STATIONS		Distance from Roy-Winifred Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	Sidings	Other Tracks			
		WINIFRED JCT. -9.6	0.0	JPY	No Office
17	17	BROOKS -6.1	9.6		No Office
29	29	HILGER -9.8	15.7		No Office
7	7	MOULTON -10.0	25.5		No Office
18	18	SUFFOLK -7.2	35.5		No Office
26	26	WINIFRED	42.7	T	No Office

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

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

Special Instruction X-14 applies.

6 WESTWARD ROCKY MOUNTAIN DIVN—THIRTEENTH SUBDIVN EASTWARD

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Lewistown Yard	STATIONS	Distance from Falls Yard	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	SECOND CLASS	
801	Freight	Sidings	Other Tracks							800	Freight
			Yard		0.0	LEWISTOWN YARD 1.3	134.5	BFJKP RTWYZ	No Office	A	4:05PM
			Yard	DI	1.3	LEWISTOWN 1.5	133.2	JOPTYZ	7:00AM to 4:00PM Except Sat. & Sun.		4:00
					2.8	WINIFRED JCT. 6.5	131.7	JPY	No Office		
		41	62		9.3	HANOVER 1.0	125.2	P	No Office		3:42
					10.3	SPRING CREEK JCT. 3.0	124.2	JPR	No Office		3:37
			36		13.3	AMHERST 3.1	121.2	P	No Office		3:27
			17		16.4	WARE 3.5	118.1	P	No Office		3:17
			50		19.9	DANVERS 8.3	114.6	P	No Office		3:10
			20		28.2	HOOSAC 6.4	106.3	P	No Office		2:50
			85	DN	34.6	DENTON 6.4	99.9	O	7:45AM to 4:45PM Except Sat. & Sun.		2:32
			38		41.0	COFFEE CREEK 4.5	93.5	P	No Office		2:14
			56		45.5	ARROW CREEK 11.1	89.0	P	No Office		1:49
		41	20		56.6	POWAL 12.1	77.9	PT	No Office		1:30
			74	SB	68.7	SQUARE BUTTE 7.0	65.8	P	No Office		1:05
			77	GE	75.7	GERALDINE 11.8	58.8	P	7:45AM to 4:45PM Except Sat. & Sun.		12:45
			57		87.5	MONTAGUE 8.0	47.0	P	No Office		12:22
			39		95.5	SHONKIN 11.9	39.0		No Office		12:07PM
			36	HD	107.4	HIGHWOOD 7.4	27.1	OP	7:45AM to 4:45PM Except Sat. & Sun.		11:45
			48		114.8	WALTHAM 10.3	19.7	P	No Office		11:31
			36		125.1	SALEM 9.4	9.4		No Office		11:12
A	1:10AM		Yard	FD	134.5	FALLS YARD	0.0	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.		10:45AM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

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

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

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

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

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

WESTWARD ROCKY MOUNTAIN DIVN—FOURTEENTH SUBDIVN EASTWARD 7

Second Class		Capacity in Cars		Telegraph Calls	Distance from Falls Yard	STATIONS	Distance from Agawam	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class	
373	B. N. Freight	Sidings	Other Tracks							374	B. N. Freight
			Yard	FD	0.0	FALLS YARD 3.4	69.6	BFKOP RTWYZ	7:45AM to 4:45PM Except Sat. & Sun.		
					3.4	DEPOT SWITCH 0.5	66.2	JPY	No Office		
						GREAT FALLS					
					3.9	(B. N. Crossing) 3.3	65.7	UY	No Office		
					7.2	EMERSON JCT. 8.3	62.4	JPR	No Office		
					15.5	VAUGHN 5.7	54.1				
					21.2	DRACUT JCT. 7.3	48.4	JPR	No Office		
					19	ASHUELOT 10.0	41.1	P	No Office		
					58	FAIRFIELD 10.2	31.1	OP	10:15AM to 12:01PM 1:00PM to 3:00PM Except Sat. & Sun.		
	9:14AM				48.7	EASTHAM JCT. 6.9	20.9	JPR	No Office	A	12:30PM
A	9:33AM				55.6	CHOTEAU JCT. 0.6	14.0	JPR	No Office		12:10PM
					49	CHOTEAU 0.9	13.4	OPR	7:45AM to 9:45AM 3:30PM to 4:45PM Except Sat. & Sun.		
					57.1	(B. N. Crossing) 5.0	12.5	U	No Office		
					23	FARMINGTON 7.5	7.5		No Office		
					27	AGAWAM	0.0	T	No Office		

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

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

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

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

COAST DIVN—FIRST SUBDIVN

Table with columns: Capacity in Cars (Siding, Other Tracks), Telegraph Calls, STATIONS, Distance from St. Maries, See Rule 6-A, Train Order Office Hours. Includes stations like ST. MARIES, RAMSDELL, PEDEE, PLUMMER, MOWRY, TEKOA, SEABURY, PANDORA, ROSALIA, SQUAW CANYON, MALDEN, PINE CITY, KENOVA, LAVISTA, EWAN, REVERE, PAXTON, MARENGO, HILLCREST, RALSTON, PIZARRO, VASSAR, LIND, SERVIA, ROXBORO, WARDEN, OTHELLO.

WESTWARD EASTWARD

COAST DIVN—SECOND SUBDIVN

Table with columns: Capacity in Cars (Siding, Other Tracks), Telegraph Calls, STATIONS, Distance from Othello, See Rule 6-A, Train Order Office Hours. Includes stations like OTHELLO, TAUNTON, CORFU, ROYAL CITY JCT., SMYRNA, BEVERLY, BEVERLY JCT., DORIS, RYE, BOYLSTON, KITTITAS, ELLENSBURG, THORP, HORLICK, CLE ELUM, EASTON, HYAK, BANDERA, GARCIA, RAGNAR, CEDAR FALLS, BAGLEY JCT., TRUDE, MAPLE VALLEY, RENTON, BLACK RIVER.

WESTWARD EASTWARD

Trains must not exceed a maximum speed of 40 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.

Trains must not exceed a maximum speed of 50 miles per hour. ABS is in use between Othello and Maple Valley. Mountain grade extends from Beverly Jct. to East switch at Kittitas and from Cedar Falls depot to one mile west of Hyak. Rule 83(B) does not apply at Royal City Jct., Beverly Jct., Bagley Jct. At Beverly Jct. the normal position of junction switch is for the Second Subdivision. This timetable confers no authority between Maple Valley and Black River. Burlington Northern timetable governs.

Table with columns: STATIONS, Distance from Seattle, Telegraph Calls, Capacity in Cars (Siding, Other Tracks), SECOND CLASS (81, 951, 83), Daily. Includes stations like SEATTLE, STACY ST. YARD, SPOKANE ST. TOWER, ARGO, VAN ASSELT, BLACK RIVER, ANDOVER, KENT, WEST SIDING, AUBURN, BENROY, SUMNER, PUYALLUP, TACOMA JCT., TACOMA, TIDE FLATS YARD.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Black River and Tacoma Jct.

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

At Tacoma Jct. the normal position of junction switch is for the Fourth Subdivn. At Auburn, an auxiliary siding with a capacity of 48 cars is located west of the depot. Rule 5 applies at the siding located east of the depot.

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

STATIONS	Distance from Tacoma	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	SECOND CLASS						
				84	950	82				
				Freight	Freight	Freight				
				Daily	Daily	Daily				
SEATTLE	36.5	P	Via U. P. R. R.							
STACY ST. YARD	36.5	BFPQYZ								
SPOKANE ST. TOWER	35.8	IO	Via B. N. R. R.							
ARGO (U. P. Crossing) (B. N. Crossing)	34.1	IOP	Via B. N. R. R.							
VAN ASSELT	32.4	P								
BLACK RIVER (B. N. Crossing)	28.1	IJOPQRTY	Continuous	A 2:45AM	A 11:20AM	A 1:55PM				
ANDOVER	25.9	PY	No Office	2:42	11:15	1:50				
KENT	21.2	OPQY	Continuous	2:31	11:05	951 1:40				
WEST SIDING	19.4	PY	No Office							
AUBURN	16.2	OPY	7:00AM to 6:00PM Except Sat. & Sun.	81 2:21	10:30	1:30				
BENROY	11.7	P	No Office	2:10	10:05	1:20				
SUMNER	9.2	OPY	8:00AM to 11:00PM Except Sat. & Sun.	2:03	10:00	1:14				
PUYALLUP	7.5	P	No Office	1:58	9:10	1:10				
TACOMA JCT. (East End Double Track)	2.0	JOPRY	Continuous	1:45AM	8:55AM	1:00PM				
(B. N. & U. P. Crossing)	0.5	MPY	No Office							
TACOMA	0.0	PQY	No Office							
(West End Double Track)										
TIDE FLATS YARD	0.0	BFKPQRT WYZ	No Office							

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

UNION PACIFIC RR — BLACK RIVER

WHISTLE SIGNALS:

To Seattle via Burlington Northern..... 1 long 1 short 1 long

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

BURLINGTON NORTHERN — BLACK RIVER

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

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

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

ABS is in use between Tacoma Jct. and Hillside.

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

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

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

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

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

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

Third Class	Second Class	Capacity in Cars		Telegraph Calls	Distance from Plummer	STATIONS	Distance from East Spokane	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Second Class	
		Sidings	Other Tracks							934	388 UP
387 UP	935									Freight	Freight
Freight	Freight									Daily	Daily
Daily	Daily										
8:45AM	8:30AM			WJ	0.0	PLUMMER 6.4	37.1	JKOPQRTY	Continuous	A 3:45AM	A 2:10AM
	8:40		24	WY	6.4	WORLEY 1.4	30.7	P	No Office	3:30	
9:03	8:45	76			7.8	MOZART 5.3	29.3	P	No Office	3:25	1:55
			19		13.1	SETTERS 2.4	24.0	P	No Office		
9:15	9:05		34		15.5	SAXBY 4.3	21.6	P	No Office	3:10	1:42
A 9:25AM	A 9:15AM	53	8	MU	19.8	MANITO 15.2	17.3	JPTY	No Office	3:00AM	1:30AM
				SP	35.0	DISHMAN 2.1	2.1	OP			
	A 10:00AM			Yard	37.1	EAST SPOKANE 2.1	0.0	BFPQR	Via U. P. R. R.	2:00AM	
B. N. CROSSING											

Trains must not exceed a maximum speed of 40 miles per hour between Plummer and M.P. 1842 and 25 miles per hour between M.P. 1842 and Manito.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ABS is in use between Manito and Plummer.

Rule 83(B) does not apply at Manito.

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

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

COAST DIVN—EIGHTEENTH SUBDIVN

Capacity in Cars	STATIONS	Distance from Beverly Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	BEVERLY JCT. 4.0	0.0	JPY	No Office
19	LEVERING 10.4	4.0		No Office
10	PRIEST RAPIDS 6.4	14.4	PY	No Office
	HANFORD 3.5	20.8	Y	No Office
	HANFORD YARD	24.3	PTY	

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

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

COAST DIVN—NINETEENTH SUBDIVN

Capacity in Cars	STATIONS	Distance from Royal City Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
8	ROYAL CITY JCT. 5.1	0.0	JP	No Office
17	ROYAL CITY	5.1		No Office

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

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

COAST DIVN—EIGHTH SUBDIVN

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

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

COAST DIVN—SIXTEENTH SUBDIVN

Capacity in Cars	STATIONS	Distance from Maytown	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
53	MAYTOWN 9.4	0.0	JPRY	No Office
27	ROCHESTER (B. N. Crossing)	9.4	M	No Office
	HELISING JCT. 41.7	11.3	JR	No Office
	ABERDEEN 3.6	53.0	P	Via U. P. Ry.
	HOQUIAM	56.6	P	Via B. N. Ry.

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

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

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

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

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

COAST DIVN—SEVENTEENTH SUBDIVN

Capacity in Cars	STATIONS	Distance from Chehalis Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	CHEHALIS JCT. 4.7	0.0	IJOPY	
	ADNA 1.9	4.7		
	MILLBURN 3.4	6.6		
	CERES 2.2	10.0		
	MESKILL PIT 3.0	12.2		
	DRYAD 1.0	15.8		
	DRYAD JCT. 5.5	16.8		
	PE ELL 6.4	22.3		
	PLUVIUS 6.6	28.7		
	FRANCES 2.7	35.3		
	LEBAM 4.3	38.0		
	HOLCOMB 4.2	42.3		
	MENLO 4.0	46.5		
	WILLAPA 2.5	50.5		
	RAYMOND	53.0	BFKORTY	8:00AM to 5:00PM Except Sunday

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

COAST DIVN—NINTH SUBDIVN

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

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

Rule 83(B) does not apply at Limestone Jct. and Hampton.

COAST DIVN—ELEVENTH SUBDIVN

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

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

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

COAST DIVN—TENTH SUBDIVN

WESTWARD	Capacity in Cars		STATIONS	Distance from Cedar Falls	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD
	Sidings	Other Tracks					
	Yard	MY	CEDAR FALLS 5.9	0.0	BFJK OPQR TWYZ	Continuous Except Sunday	
			TANNER (B. N. Crossing) 2.1	5.9	U	No Office	
	71		NORTH BEND 3.2	8.0	Y	No Office	
	87	Q	SNOQUALMIE FALLS 1.1	11.2	Y	No Office	
	17		TOKUL 4.6	12.3		No Office	
			FALL CITY 5.4	16.9		No Office	
	89		CARNATION 8.7	22.3		No Office	
	41		DUVALL 5.6	31.0		No Office	
	8		HIGH ROCK 3.6	36.6		No Office	
			MONROE JCT. 0.3	40.2	JPY	No Office	
		RO	MONROE 6.9	40.5			
			SNOHOMISH 5.8	47.4			
			LOWELL JCT. 0.5	53.2	JPY	Via B. N. Ry.	
	285		BELT YARD 1.4	53.7	JYZ		
			LOWELL JCT. 1.4	53.2	JPY		
	Yard	RT	EVERETT	54.6	BFK ORY	1:00PM to 9:00PM Except Sat. & Sun.	

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

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

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

COAST DIVN—TWELFTH SUBDIVN

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

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

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

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

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

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

COAST DIVN—THIRTEENTH SUBDIVN

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

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

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

COAST DIVN—FOURTEENTH SUBDIVN

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

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

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

COAST DIVN—FIFTEENTH SUBDIVN

WESTWARD	Capacity in Cars		STATIONS	Distance from Bagley Jct.	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	EASTWARD
	Sidings	Other Tracks					
			BAGLEY JCT. 2.3	0.0	JPY	No Office	
	31		SELLECK 3.0	2.3		No Office	
			KANASKAT JCT. 2.1	5.3	J	No Office	
	11		PALMER 1.2	7.4		No Office	
			BAYNE JCT. 0.0	8.6	JY	No Office	
	17		BAYNE 1.1	8.8	Y	No Office	
			CUMERLAND 2.8	9.9		No Office	
	53		VEAZEY 3.4	12.7	P	No Office	
	92	CW	ENUMCLAW	16.1	BFO PRTY	8:00AM to 5:00PM Except Sat. & Sun.	

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

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

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

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

COAST DIVN—TWENTIETH SUBDIVN

COAST DIVN—TWENTY-FIRST SUBDIVN

Capacity in Cars	STATIONS	Distance from Warden	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
	WARDEN 8 2	0.0	JOP RTY	7:00AM to 4:00PM Except Sat. & Sun.
7	TIFLIS 5 7	8.2	JPTY	No Office
113	SIELER 1 9	13.9	P	No Office
38	McDONALD 3 4	15.8	P	No Office
20	GOODRICH 2 4	19.2		No Office
Yard MO	MOSES LAKE	21.6	OPQTY	7:30AM to 4:30PM Except Sat. & Sun.

Capacity in Cars	STATIONS	Distance from Tiflis	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours
24	TIFLIS 8 0	0.0	JPTY	No Office
23	RUFF 5 8	8.0		No Office
25	MOODY 5 0	13.8		No Office
19	BATUM 3 9	18.8		No Office
20	LAUER 6 8	22.7		No Office
18	SCHOONOVER 4 4	29.5		No Office
17	PACKARD 4 8	33.9		No Office
21	MARCELLUS	38.7	T	No Office

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

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

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

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

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAYS	SUNDAYS	HOLIDAYS
Falls Yard	12:01 PM to 2:01 PM	9:00 AM to 11:59 AM	
Chehalis		3:00 PM to 11:00 PM	
Cedar Falls		12:01 AM to 8:01 AM 4:01 PM to 12:01 AM	
Raymond			8:00 AM to 5:00 PM
Bellingham			8:00 AM to 5:00 PM
Port Angeles			8:00 AM to 5:00 PM

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

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Dishman	STATIONS	Distance from Metaline Falls	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Second Class	Third Class
95	937	Sidings	Other Tracks							936	96
B. N. Freight	Freight									Freight	B. N. Freight
Daily Except Sunday	Sun., Tues. & Thurs.									Mon., Wed. & Fri.	Daily Except Sunday
	10:30PM	7		SP	0.0	DISHMAN	120.1	JOPTY	Continuous	A 10:15PM	
	10:50	14			5.7	GREENACRES	114.4		No Office	10:00	
9:30AM	11:05	33	51		11.7	SPOKANE BRIDGE	108.4	PRY	No Office	9:45	A 4:10PM
A 9:40AM	11:20	36			15.0	McGUIRES	105.1	JPRY	No Office	9:35	4:01PM
					16.5	(B. N. & U. P. Crossings)	103.6	U	No Office		
	11:30				16.6	GRAND JCT.	103.5	Y	No Office	9:10	
	11:45				23.3	RATHDRUM	96.8		No Office	8:45	
	12:15AM	75	10		37.1	SPIRIT LAKE	83.0	P	No Office	8:00	
	12:35	26			44.7	BLANCHARD	75.4		No Office	7:31	
	1:05	44	77		59.0	NEWPORT	61.1		No Office	7:00	
	1:15				63.5	SULLIVAN	56.6		No Office	6:40	
	1:30	13			71.0	DALKENA	49.1		No Office	6:20	
	1:45	28	16		76.2	USK	43.9	TY	No Office	6:05	
	1:50				78.1	CUSICK	42.0	PY	No Office	5:55	
	2:15	13			88.3	JARED	31.8		No Office	5:25	
	2:35	7			97.0	BLUESLIDE	23.1		No Office	5:05	
	2:43	13			100.9	LOST CREEK	19.2		No Office	4:55	
	2:55	8			106.6	TIGER	13.5		No Office	4:40	
	3:10	39	8		110.6	IONE	9.5	P	No Office	4:30	
A 3:40AM		17	158	MF	120.1	METALINE FALLS	0.0	BKOPRTYZ	8:00AM to 5:00PM Except Sat. & Sun.	4:00PM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at McGuires and Spokane Bridge. Burlington Northern trains only will register at Spokane Bridge.

Second Class		Capacity in Cars		Telegraph Calls	Distance from McGuires	STATIONS	Distance from Coeur D'Alene	See Rule 6-A	Train Order Office Hours Also See Page 16 For Other Assigned Hours	Third Class
95	937	Sidings	Other Tracks							96
B. N. Freight	Freight									B. N. Freight
Daily Except Sunday										Daily Except Sunday
	9:40AM	36			0.0	McGUIRES	10.4	JPRY	No Office	A 4:01PM
	9:45		44		1.8	POST FALLS	8.6	Y	No Office	3:40
	10:05		45		6.2	HUETTER	4.2	PYR	No Office	3:20
	10:15				7.1	ATLAS	3.3	Y	No Office	3:10
A 10:30AM			13		8.7	GIBBS	1.7	YZ	No Office	3:00PM
			20	CD	10.4	COEUR D'ALENE	0.0	BOPRTY	7:00AM to 4:00PM Except Sat. & Sun.	

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

Rule 83(B) does not apply at McGuires and Gibbs. At Huetter BN trains will register their arrival in phone booth at the west end of Diamond National plant.

COAST DIVN—TWENTY-FOURTH DIVN

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

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

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

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

ROCKY MOUNTAIN DIVISION OFFICERS

- | | |
|--|---|
| H. J. MAHONEY
Assistant Superintendent | H. C. NEFF
Trainmaster |
| D. C. ROCK | J. WRECZA |
| R. C. MANN
Traveling Engineer-Trainmasters | |
| J. D. GALIHER
Chief Dispatcher | |
| A. G. WILSON
W. E. BEAULIEU
K. L. FINCH | D. G. MICKELSON
D. J. LYONS
D. J. CHISUM |
| D. W. HILL
Train Dispatchers | |

COAST DIVISION OFFICERS

- | | |
|--|--|
| E. J. LYNAM | D. F. GALLIPO |
| R. B. HEGGE
Assistant Superintendents | |
| G. A. McCOLE | W. F. JOHNSON |
| P. J. ROONEY
Trainmasters | |
| C. L. SHAW | R. W. COCHRAN |
| Traveling Engineer-Trainmasters | |
| D. W. PETERSEN
Chief Dispatcher | |
| W. A. SMITH
R. C. GAYNOR
J. M. BURNS
W. L. MEILLER
D. H. LAHR | J. R. SCAMMON
H. W. FERRIER
D. L. STEINHOFF
J. R. NICHOLS
B. W. MICKELSON |
| M. D. BURNS
Train Dispatchers | |

YARD LIMITS AT

- Miles City—Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.
- Melstone—Extend from 1520 ft. east of east switch to 6814 ft. west of west switch.
- Harlowton—Extend from 7200 ft. east of east switch of yard to 7200 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth Subdivn.
- Judith Gap—Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
- Lewiston and Lewiston Yard—Extend from 9961 ft. east of east wye switch on Tenth Subdivn to a point 2500 ft. east of east switch at Heath on Eleventh Subdivn and to 1400 ft. west of Winifred Jct. switch on Twelfth Subdivn and to 4950 ft. west of Winifred Jct. switch on Thirteenth Subdivn.
- Great Falls—Falls Yard—Extend from 4000 ft. east of switch to Air Port spur on Thirteenth Subdivn to 1151 ft. west of Western Grain Exchange spur switch on Fourteenth Subdivn.
- Three Forks—Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Seventh Subdivn.
- Bozeman-Patterson—Extend from 666 ft. east of east switch Patterson to 1000 ft. west of west switch of Bozeman Mill Track.
- Piedmont—Extend from 4232 ft. east of BN crossing to 6673 ft. west of west switch of siding.
- Butte Yard—Extend from 1000 ft. east of east switch Newcomb to 300 ft. west of the west switch at Dawson.
- Deer Lodge—Extend from 6379 ft. east of east switch to 5280 ft. west of west switch of yard.
- Missoula—Extend from Junction switch Bonner Jct. to 6995 ft. west of depot Missoula.
- Bonner—Extend from 150 ft. west of Bridge DD-302 to 5000 ft. west of west switch of Quarry Track.
- Alberton—Extend from 2000 ft. east of east switch of yard to 3755 ft. west of west switch of yard.
- St. Regis—Extend from 2349 ft. east of east switch of siding to 2400 ft. west of BN junction switch.
- Haugan—Extend from 1950 ft. east of east switch of yard to 3000 ft. west of west switch of siding.
- Avery—Extend from 3662 ft. east of east switch of yard to 3659 ft. west of west switch of yard.
- St. Maries—Extend from 5089 ft. east of Milwaukee Lbr. Co. spur switch to 2427 ft. west of west switch on First Subdivn, and to 7500 ft. west of west wye switch on Twenty-Fourth Subdivn.
- Plummer—Extend from 4591 ft. east of Junction switch to 2905 ft. west of west switch on First Subdivn and to 2084 ft. west of west wye switch on Second Subdivn.
- Manito—Extend from 2445 ft. east of east switch to Union Pacific Junction switch.
- Clarkia—Extend from 1060 ft. east of east switch to 2000 ft. west of west switch.
- Purdue-Bovill—Extend from 800 ft. east of Purdue to 2279 ft. west of west switch Bovill.
- Elk River—Extend from 3409 ft. east of east switch to end of track.
- Dishman-Spokane Bridge—Extend from Union Pacific R. R. junction switch at Dishman to 3100 feet west of the west switch at Spokane Bridge.
- McGuires-Grand Jct.—Extend from 2004 ft. east of east switch McGuires to 1500 ft. west of west switch Grand Jct. on Twenty-Second Subdivn and to 4342 ft. west of junction switch on Twenty-Third Subdivn.
- Newport—Extend from 3348 ft. east of east switch to 3365 ft. west of west switch.
- Usk-Cusick—Extend from 2010 ft. east of east switch Usk to 1754 ft. west of planer track switch Cusick.
- Metaline Falls—Extend from 1946 ft. east of east wye switch to end of track.
- Post Falls—Extend from 3500 ft. west of the new crossover switch at Post Falls to 1500 ft. of the Idaho Veneer Spur.
- Huetter-Coeur d'Alene—Extend from 2000 ft. east of east switch Huetter to end of tracks at Coeur d'Alene including joint track to Rutledge Mill.
- Marengo—Extend from 3032 ft. east of east switch to 4976 ft. west of west switch.
- Othello—Extend from 6099 ft. east of east switch to 1000 ft. west of west switch of U and I Sugar Co. track.
- Moses Lake—Extend from 2000 ft. east of east wye switch to Airbase.
- Tiflis—Extend from 500 ft. west of west wye switch on Twentieth Subdivn to 500 ft. east of east wye switch and from east wye switch to 500 ft. west of west siding switch on Twenty-First Subdivn.
- Warden—Extend from wye switches to 3000 ft. west of industry track switch on Twentieth Subdivn.
- Beverly and Beverly Jct.—Extend from 3700 ft. east of east switch Beverly to 245 ft. west of junction switch Beverly Jct. on Second Subdivn and 5000 ft. west of junction switch Beverly Jct. on Eighteenth Subdivn.
- Kittitas—Extend from 500 ft. west of west switch to 500 ft. east of east switch.
- Cle Elum—Extend from 2613 ft. east of east switch to 4314 ft. west of west switch.
- Hyak—Extend from 3069 ft. east of east switch Hyak to 103 ft. west of west portal of Snoqualmie Tunnel.
- Cedar Falls—Extend from 2670 ft. east of east switch to 3895 ft. west of west switch on Fifth Subdivn and 2900 ft. west of west switch of Log Loading track on Tenth Subdivn.
- Maple Valley—Extend from 3000 ft. east of east switch to Burlington Northern R. R. yard limits.
- Black River—Extend from 1550 ft. west of west switch Andover to Burlington Northern and Union Pacific R. R. yard limits.
- Kent—Extend from 3000 ft. east of east switch to 3000 ft. west of west switch of West Siding.
- Auburn—Extend from 3007 ft. east of east switch to 2600 ft. west of west switch connection to Government Yard.
- Sumner—Extend from 3088 ft. east of east switch to 2994 ft. west of west switch.
- Tacoma-Tacoma Jct.-Hillsdale—Extend from 3500 ft. east of east siding switch at Tacoma Jct. to end of track at Tacoma and Tide Flats Yard on Sixth Subdivn and to 500 ft. west of Mile Post 6 between Hillsdale and Allison.
- Priest Rapids—Extend from 2000 ft. east of east switch to 2000 ft. west of west switch.
- Hanford—Extend from Hanford Station Sign (MP 20.79) to 3000 ft. west of west switch Hanford Yard.
- North Bend—Extend from east switch to 3500 ft. west of west switch.
- Snoqualmie Falls—Extend 3100 ft. east of east switch to 2692 ft. west of west switch.
- Monroe Jct.—Extend from 5300 ft. east of junction switch to Monroe Jct.
- Everett-Belt Yard—Extend from Lowell Jct. to end of track Everett, and Belt Yard BN Ry. connection to end of track.
- Bagley Jct.—Extend from Bagley Jct. switch to 800 ft. west of switch on Fourteenth Subdivn.
- Bayne—Extend from 2774 ft. east of Occidental spur switch to 2627 ft. west of Bayne Mine switch.
- Enumclaw—Extend from 1288 ft. east of east wye switch to 2025 ft. west of west switch of Burlington Northern siding and to 1300 ft. east of interchange east switch White River Lbr. Co. R. R.
- Frederickson—Extend from 493 ft. east of east switch to 3250 ft. west of west switch on Twelfth Subdivn and 2672 ft. west of west switch on Seventh Subdivn.
- Eatonville Jct.—Eatonville—Extend from 2500 ft. east of east switch to 2500 ft. west of west switch Eatonville Jct., and to end of track west of Eatonville.
- New Reliance—Extend from 1000 ft. east of east switch to 2500 ft. west of west switch.
- Park Junction—Extend from 3000 ft. east of east switch to 3000 ft. west of west switch and from Park Junction to end of main track at National.
- Mineral—Extend from 6614 ft. east of east switch to 1473 ft. west of west switch.
- Divide—Extend from 2500 ft. east of east switch to 3500 ft. west of west switch.
- Morton—Extend from 2578 ft. east of east switch to Kosmos Logging Co. interchange.
- Maytown—Extend from 2874 ft. east of east switch to 1347 ft. west of west switch on Seventh Subdivn, and 3279 ft. west of west switch on Sixteenth Subdivn.
- Blakeslee Jct.—Centralia-Chehalis-Chehalis Jct.—Extend from 512 feet east of BN R. R. crossing at Blakeslee Jct. to end of track on C. C. & C. R. R. at Chehalis Jct.
- 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.
- Port Townsend—Extend from 2500 ft. west of west main track switch, east to end of yard tracks.
- Bellingham—Extend from 2000 ft. west of Cement Plant switch to end of tracks, including Lake Line, Bellingham.
- Everson-Hampton—Extend from 2000 ft. east of east switch Everson to 2008 ft. west of west wye switch Hampton.
- Sumas—Extend from 1954 ft. east of east wye switch to 2000 ft. west of west wye switch.

MILWAUKEE HOSPITAL ASSOCIATION SURGEONS

Table listing surgeons and their locations, including Dr. J. F. DePree (Seattle), Dr. R. T. Horsfield (Seattle), Dr. J. M. Shiach (Seattle), etc.

ASSOCIATION HOSPITALS

Table listing various hospitals such as Holy Rosary Hospital—Miles City, St. Joseph's Hospital—Lewiston, Columbus Hospital—Great Falls, etc.

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

HOSPITALS

Table listing hospitals and their locations, including St. Maries Hospital, Othello Community Hospital, Samaritan Hospital, Kittitas Valley Community Hospital, etc.

Coeur d'Alene Kootenai Memorial Hospital

†Examining Oculists.

**Re-Examining Surgeons.

*Examining Surgeons.

Main table with columns: LOCATION, NAME, TITLE, OFFICE TELEPHONE, RESIDENCE PHONE. Lists numerous medical professionals across various locations.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to requirements on this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size—19 jewel or better.

WRIST WATCHES

Elgin—13/0 size, 23 jewel B. W. Raymond. Elgin—21 jewel, B. W. Raymond Chronometer.

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

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

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

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

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

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad: When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

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

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission.

G-6 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops.

G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

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

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

Public Address System should be utilized at stations when available.

G-8 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition a yellow light by night, placed at one end or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed.

G-9 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-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-12 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-13 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 equipment types like Trains handling loads in 100 ton cars, Trains handling ore cars, etc.

G-14 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-15 The provision of Rule 46 of the Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol Form 2697 Rev. Effective Sept. 1, 1974 will apply at the following points: St. Paul Yard-Miles City-Aberdeen-Deer Lodge-Othello

G-16 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.

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-17 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-18 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that such extra length cars are coupled.

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

G-20 In the application of Rules 12, 14 and 14(A) of the 1967 Edition of the Consolidated Code of Operating Rules, and Rules 12, 14, 14(A), M-14 and M-14(A) of the 1967 Edition of Operating Rules for Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.

G-21 Before rail detector cars are operated through interlocking plants, an understanding must be had with the control operator that no switches or derails will be moved until the detector car reports clear.

G-22 Radios must not be used to inform the engineers of the indication of any fixed signal more favorable than stop.

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

G-24 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-25 Rule M of the Consolidated Code of Operating Rules is hereby modified to the following extent

Train, Engine and Yard Service Employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

The 2nd, 3rd and 4th paragraphs of Rule M and all instructions inconsistent with the above modification are hereby cancelled.

All other paragraphs of Rule M continue to apply.

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 3 columns: Station, On Tangent Track, On Curves. Rows include Rocky Mountain Divn (First to Fourteenth Subdivn) and Coast Divn (First to Twenty-fourth Subdivn).

Table with 3 columns: Station, On Tangent Track, On Curves. Rows include Rocky Mountain Divn (Fifteenth to Twenty-fourth Subdivn) and Coast Divn (First to Twenty-fourth Subdivn).

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.

Table with 3 columns: Station, On Tangent Track, On Curves. Rows include Rocky Mountain Divn (First to Fourteenth Subdivn) and Coast Divn (First to Twenty-fourth Subdivn).

Table with 3 columns: Station, On Tangent Track, On Curves. Rows include Rocky Mountain Divn (Fifteenth to Twenty-fourth Subdivn) and Coast Divn (First to Twenty-fourth Subdivn).

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 3 columns: Station, Location, Location. Rows include Rocky Mountain Divn (Maple Valley, Tacoma Jct., Tacoma Jct., Maytown).

X4 SPRING SWITCHES

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

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 3 columns: Station, Location, Location. Rows include Miles City, East Portal, East Portal, Tacoma Jct., Frederickson.

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

X5 LOCATION OF DETECTORS

Table with 3 columns: Type, Location, Readout at. Rows include Loose wheel (Harlowton, Deer Lodge, Othello) and Yard office.

Trains must not exceed 20 MPH passing over this detector.

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

Rule 18 of the Rules and Instructions governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol, Form 2697 Rev. Effective Sept. 1, 1974 will apply at the following points:

Table with 3 columns: Station, Location, Location. Rows include Miles City, Harlowton, Avery, Spokane, St. Maries, Lewiston, Deer Lodge, Tacoma, Hoquiam, Falls Yard, Everett, Bellingham, Port Angeles, Seattle.

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

X7 (a) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

Table with 3 columns: Station, Location, Location. Rows include Rocky Mountain Divn (First to Fourth Subdivn) and Coast Divn (First to Fourth Subdivn).

Table with 3 columns: Station, Location, Location. Rows include Fifth Subdivn, Coast Divn, First Subdivn.

Table with 3 columns: Station, Location, Location. Rows include Second Subdivn, Fifth Subdivn.

Table with 3 columns: Station, Location, Location. Rows include Second Subdivn, Fifth Subdivn.

Table with 3 columns: Station, Location, Location. Rows include Fifth Subdivn.

X8 Five minute fuses should be used in A.B.S. territory. Ten minute fuses must be used in other territory.

X9 The wires on the trolley signal feeder and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property.

If wires are found hanging down or any part of the signal feeder, trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, Dry Chemical type or Carbon-Dioxide type fire extinguishers should be used in instances where the extinguishing agent may come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Mouth to Mouth Method of resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Due to settling of trolley poles on fills, raising of track when ballast is applied and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less than standard height of 24'2".

X10 In territory identified by timetable as "Mountain Grade," in addition to the rules contained in the Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol, Form 2697 Rev. effective Sept. 1, 1974, the following will govern:

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

(b) When an Engineer is required by rule to adjust the brake pipe pressure in Mountain Grade Territory, members of the crew on the rear of the train must know that proper pressure is being maintained as indicated by the caboose air gauge.

(c) When trains are descending mountain grades and the air brakes are being used, members of the crew must watch closely for excessive heating of the wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to permit the wheels to cool.

Trains descending mountain grade with air brakes only will stop at Cedric, Rye and Garcia for inspection and to permit wheels to cool.

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

(d) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes, the engineer on the helper engine will cut in the brake valve on his engine and keep the train air brake system fully charged. If two helpers are used, the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake test per Rules 47 and 176 must be made before proceeding.

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

A man must be stationed within reach of the conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the braking movement is to be made, the following will govern:

When the engineer on the road engine applies the brakes for brakepipe test, he will cut out the brake valve on his engine, fully recharge the train air brake system and control the air brakes during the backing movement. When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine, the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Members of the crew must know that the brakes on the rear end of the train are released before the train starts.

(f) All eastward trains handling loaded log cars and all other trains which, in the engineer's judgment, require increased braking power, will raise air brake train line pressure to 100 lbs. at Hillsdale. Feed valve should be set at normal pressure after arrival at Tide Flats Yard.

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

(h) Before commencing descent of grade from Hillsdale to C Street, Tacoma, a sufficient number of retainers as determined by the engineer handling the train will be turned up to insure proper control of train speed. When engineer handling train is not familiar with this portion of the railroad retainers must be turned up on all cars in the train.

(i) All trains operating in mountain territory or where the physical conditions of the railroad are comparable to mountain territory, empty tri-level, bi-level, piggy-back flats or any other empty equipment over 80 feet long and any TOFC cars over 80 feet long that are loaded with single trailer or container in Milwaukee Road Railway Freight Equipment Manual Code 55, 56 and 57, such cars will be handled in rear one-third of the train only and will be at least 15 cars behind helper when helpers are used. These instructions will apply at any location where this type of equipment is placed in train. These instructions will not apply to westward trains operating between Othello and Tacoma.

(j) When cars are handled in switching movements on the main track the air brake must be cut in and be in working order on all cars unless the engine is on the down grade end of cars so handled.

(k) When necessary to handle caboose on head end of freight trains descending mountain grades such caboose must be separated from road engine by one or more cars.

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

X12 At St. Maries employes must be alert to the possibility of close side clearance when handling cars loaded with logs and when moving past cars loaded with logs on an adjacent track.

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

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

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

Table with 2 columns: Station, Freight. Rows include Sappington, Piedmont, Rocker, Silver Bow, Sinclair, Drummond, Huson.

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

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

X21 Speed restrictions (in addition to General Speed Restrictions) Miles City—through city limits 20 MPH

X22 High load indicator located 6 poles east of MP 1334 between Harlowton and Shawmut has a restricted clearance of 19 ft. 3 inches.

X27 At Piedmont eastward freight trains will cut out helper engine through the crossover.

X29 Trains using B. A. & P. cross-over and transfer tracks located near and opposite west leg of wye at Butte will be governed by Rules 93 and 98.

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

X33 On account of heavy grade, air must be coupled on all cars and engines when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.

X34 At Bonner Jct. color light signal equipped with letter "S" as per Rule 240-S is located at west end of siding. When letter "S" is illuminated the main track switch may be opened and if signal then indicates proceed, movement to main track may be made complying with Rule 513.

ROCKY MOUNTAIN FIFTH SUBDIVN

X36 At Haugan, trains moving to and from the Burlington Northern Railway will enter and leave the C. M. St. P & P. main track at the east switch of the yard, unless otherwise authorized by train order.

NOTE: Track south of main track is siding.

X37 To avoid backing rear portion of eastward trains, when cutting out helpers at Haugan, the head end of the train will be stopped at the cross-over to let trainman off. Train will then pull down and stop helper engine west of the cross-over, where trainman will cut helper out and couple up the train. After being cut out the helper engine will wait at the cross-over to take the trainman to the road engine.

X38 At Avery, the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track respectively.

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

ROCKY MOUNTAIN SIXTH SUBDIVN

ROCKY MOUNTAIN SEVENTH SUBDIVN

ROCKY MOUNTAIN EIGHTH SUBDIVN

X44 Speed Restrictions (in addition to General Speed Restrictions) 1000 HP Diesels10 MPH

ROCKY MOUNTAIN NINTH SUBDIVN

ROCKY MOUNTAIN TENTH SUBDIVN

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

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

ROCKY MOUNTAIN ELEVENTH SUBDIVN

ROCKY MOUNTAIN TWELFTH SUBDIVN

X51 Speed Restrictions (in addition to General Speed Restrictions) 1000 HP Diesels10 MPH 1200 HP Diesels10 MPH 1750 HP, 4 Wheel Truck Diesels.....not permitted

ROCKY MOUNTAIN THIRTEENTH SUBDIVN

X52 Speed Restrictions (in addition to General Speed Restrictions) Through Tunnels10 MPH Spring Creek Trestle10 MPH Judith River, Indian Creek and Sage Creek Viaducts.....25 MPH Between Arrow Creek and MP 111.....20 MPH Between east end Tunnel No. 4 and 1500 feet east between MP 178 and MP 17910 MPH Bridge NM-1126 between MP 180 and MP 181.....15 MPH Through Lewiston City Limits..... 8 MPH

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

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

ROCKY MOUNTAIN FOURTEENTH SUBDIVN

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

COAST DIVN

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

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

X63 Under Rule 805 (E) the words "or other lading" will not apply to cars loaded with logs.

X64 When safe operation of trains will permit, brakes should not be applied on engine or cars during dry weather while passing over Bridge EE-384-B, four and one-half miles west of Ellensburg; Bridge EE-386-B, five and one-half miles west of Ellensburg, or other open deck trestles or bridges between Avery and Tacoma.

COAST FIRST SUBDIVN

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

X71 The RS-12 sign located just east of Plummer governing westward trains, applies only to trains entering Fifth 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 Kenova and Lavista, are in service.

The signals are of the color light type, displaying indications in accordance with Rules 240-A, 240-D and 240-E.

For westward trains, if one or more fences have been operated the westward signal located 3293 feet east of tunnel 44 will display approach indication 240-D, and next signal located 1077 feet east of tunnel 44 will display stop indication 240-A.

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

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

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

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

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

COAST SECOND SUBDIVN

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

COAST THIRD SUBDIVN

X77 Speed Restrictions (in addition to General Speed Restrictions) Maximum Speed MPH East Leg of Wye Black River..... 13 Corporate Limits Town of Kent..... 40 Corporate Limits Town of Auburn..... 40 Corporate Limits Town of Sumner..... 40 Corporate Limits Town of Fife..... 45 Over BN Crossing Black River 35

X78 At Tacoma, the normal position of the crossing gate over the BN crossing at Lincoln Avenue east of the roundhouse, is for movements on the CMSStP&P tracks.

COAST FIFTH SUBDIVN

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

X97 All trains enroute from East Spokane to the Milwaukee at Manito must receive a Milwaukee clearance in addition to a Union Pacific clearance at Dishman. All trains enroute from Plummer to the Union Pacific at Manito must receive a Union Pacific clearance as well as a Milwaukee clearance at Plummer.

X98 At Burlington Northern crossing at Spokane, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

COAST SIXTH, SEVENTH AND EIGHTH SUBDIVN

COAST NINTH AND ELEVENTH SUBDIVNS

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

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

X105 At Bellingham, at crossings of Holly and Magnolia Streets with Railroad Avenue, our preempting circuits are too short to stop vehicular traffic crossing our tracks. Therefore, trains or engine movements must move with a green traffic signal or provide flag protection over these crossings.

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

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

COAST TENTH SUBDIVN

X107 Speed Restrictions (in addition to General Speed Restrictions) Maximum Speed MPH 1750 HP 4-wheel truck Diesels..... 15 Monroe Jct. to Cedar Falls 1.5 miles west Cedar Falls to one-half mile east Tanner..... 15 Snoqualmie Falls from Weyerhaeuser office to 500 feet west..... 6 Trains handling logs: Over highway crossing at Tanner..... 10 Corporate Limits Town of North Bend..... 15 Corporate Limits Town of Carnation..... 20 Corporate Limits Town of Duvall..... 20

COAST TWELFTH SUBDIVN

X109 Speed Restrictions (in addition to General Speed Restrictions) Maximum Speed MPH Frederickson on Columbia Powder Spur..... 5 Eastward trains New Reliance and Eatonville Jct..... 20 Over Nisqually River Bridge 15 Elbe, between second highway crossing west of depot and first highway crossing east of depot until engine has passed over both crossings 15 On curve 1 mile east Mineral..... 15 2 miles west of Divide and Coal Canyon..... 15 Coal Canyon and Morton..... 25 Corporate Limits Town of Eatonville..... 20 Corporate Limits Town of Morton..... 15 From St. Paul Reload track switch to end of track west of Morton 15

X110 When shoving cars over highway crossings on Kosmos Logging Line west of Morton, trains must come to a full stop and flag the crossing. During the night the crossing floodlight must be lighted for all trains while passing over crossing.

X111 At Elbe, eastward trains that stop west of the second highway crossing west of the station sign and westward trains that stop east of the highway crossing east of the station 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.

COAST THIRTEENTH SUBDIVN

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

X79 Manually controlled switches for operating traffic signal lights at the foot of west end of Eleventh Street Bridge Tacoma must be operated when switching movements are made over Eleventh Street.

X80 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.

X81 Movement on team track over D Street at Tacoma must be protected by a member of the crew on the crossing.

X82 At Tacoma, before a train or engine enters onto or makes a move over the crossing at Pacific Avenue, South 26th Street and Wakefield Drive, a trainman must first place the City Traffic lights at the crossing in a STOP position by operating switch located in box on either side of crossing.

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

X83 The signal located 850 feet west of Tacoma Jct. office on Sixth Subdivn governs eastward movements from both tracks and will display indications in accordance with Rules 240-A Fig. 6 and 240-N Fig. 7.

The eastward signal located 225 feet west of Tacoma Jct. office on Fourth Subdivn governs eastward movements from eastward track and will display indications in accordance with Rules 240-A Fig. 2, 240-D Fig. 2, 240-E Fig. 2, 240-N Fig. 2.

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

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

The middle unit governs westward movements to the UP track and will display indications in accordance with Rules 240-A Fig. 4 and 240-M Fig. 2.

The lower unit governs westward CMSStP&P movements on Third Subdivn and will display indications in accordance with Rules 240-A Fig. 4 and 240-N Fig. 4.

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

X84 At Tacoma Jct., when there are train orders affecting yard movements or westward trains moving to Tide Flats Yard or Tacoma on the Third Subdivn, Train Dispatcher will instruct the Operator to stop such movements before making delivery of the train orders.

X85 Eastward trains having authority to hold main track when meeting westward trains at Puyallup or West Siding must not pass signal at west switch until westward train has arrived.

X86 All eastward trains from Tacoma Line, will, upon arrival at Black River Yard, register with operator Black River Tower by telephone unless register ticket has previously been left at Tower.

X87 At Atlantic St., Seattle, all train and engine movements must stop before entering onto or passing over the railroad crossings. If a movement is evident on a conflicting route, a thorough understanding must be had with a member of the crew of that movement before proceeding.

X88 There are no approach circuits on siding at Edgewood Road Crossing in Sumner, Washington.

Train movements must not be made on this crossing until signals are activated or crossing should be protected by Rule 103-D of the Consolidated Code of Operating Rules.

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.

COAST FOURTH SUBDIVN

X92 Speed Restrictions (in addition to General Speed Restrictions) Maximum Speed MPH Over C and D Streets, Tacoma..... 10 Between Tacoma Jct. and Hillsdale..... 15 Frederickson on Columbia Powder Spur..... 5 Over RR Crossings Blakeslee Jct..... 20 Over RR Crossings Chehalis Jct..... 10 Through spring switch turnout and around curve to interchange switch at Frederickson 20

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

X94 Trains handling logs must not move over bridge FF-276B located 3500 feet west of Tacoma Jct. when trains are passing underneath bridge on Burlington Northern tracks.

COAST FOURTEENTH SUBDIVN

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

X114 At Port Angeles, City Ordinance prohibits the sounding of engine whistle for Lincoln, Laurel and Oak Street crossings on Railroad Avenue, except in extreme emergency.

COAST FIFTEENTH SUBDIVN

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

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

COAST SIXTEENTH SUBDIVN

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

X120 At Helsing Jct., Stop Sign governing westward trains is located 180 feet from Junction switch. After stopping, and route is seen and known to be clear, switch may be lined and such train may proceed.

X121 At Aberdeen Drawbridge, when control operator is unable to clear the signal and movement is authorized as per Rules 606 (a) and 606 (b), selector lever on dual control switches over which movement is to be made must be placed in hand position and must not be restored to power position until movement over the switch has been completed.

COAST SEVENTEENTH SUBDIVN

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

COAST EIGHTEENTH SUBDIVN

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

COAST NINETEENTH SUBDIVN**COAST TWENTIETH AND TWENTY-FIRST SUBDIVNS**

X127 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
M.P. 12.8 to Moses Lake 1000 HP, 1200 HP, GP-9 4-wheel truck 1750 HP and SD-7 6-wheel truck 1500 HP Diesels.....	15
Tiflis between switches on Moses Lake leg of wye.....	10
Corporate Limits Town of Moses Lake.....	25
Tiflis to Marcellus 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels.....	5

COAST TWENTY-SECOND SUBDIVN

X129 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Between Dishman and McGuires 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels.....	15
On curve one and one-half miles west of Newport.....	20

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

X131 CMSiP&P trains that are to enter the Union Pacific siding at Dishman, must stop before passing the stop sign at the junction switch and may then proceed, being governed by operating rules and existing conditions.

X132 Three yellow discs are mounted on uprights on the bents on north side of Bridge WN-100 over Box Canyon, located between MP 98 and MP 99, between Ione and Vail Tunnel, to act as a slide warning device.

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

Trains must not exceed 10 MPH over this bridge.

COAST TWENTY-THIRD SUBDIVN

X134 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
Between McGuires and Coeur d'Alene 1000 HP, 1200 HP and 1750 HP 4-wheel truck Diesels.....	15

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

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

COAST TWENTY-FOURTH SUBDIVN

X138 Speed Restrictions (in addition to General Speed Restrictions)	
	Maximum Speed MPH
1750 HP four-wheel truck Diesel between MP 38.6 and Elk River..	15
Around all sharp curves.....	15
Over bridges EE-504 and EE-506 between MP 7 and Rover.....	15

X139 Extreme care must be used by all employees in switching and spotting cars on track at Jim's Spur, Idaho, account restricted side and overhead clearances. Employees are prohibited from riding tops or sides of cars in this vicinity.

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

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

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

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