

**Chicago, Milwaukee and Puget Sound Railway Company.**

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**COAST DIVISION.**

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**No. 1 TIME TABLE No. 1**

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**TAKING EFFECT SUNDAY, JUNE 13, 1909, AT 12:01 O'CLOCK P. M.**

**120th Meridian or Pacific Time.**

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**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.**

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**P. C. HART,**  
Superintendent.

**H. B. EARLING,**  
General Superintendent.

TRAINS GOING WEST						DISTANCE FROM MALDEN	STATIONS	DISTANCE FROM OTHELLO	TRAINS GOING EAST					
		Second Class	First Class						First Class	Second Class				
		No. 71	No. 1						No. 2	No. 72				
		Freight	Passenger						Passenger	Freight				
		Tues. Thurs. Sat. 7.00 AM De	Except Sundays 5.30 AM De											
		7.25	* 5.43	5.2		MALDEN	103.2	11.00 PM Ar	3.15 PM Ar					
		7.51	* 5.57	10.9		KENOVA	98.0	* 10.47	2.50					
		8.16		16.2		PALISADE	92.3	* 10.32	2.20					
		8.45	* 6.25	22.3		LA VISTA	87.0	10.18	1.54					
		9.15	* 6.41	28.9		CASTLETON	80.9	* 10.02	1.23					
		9.38	* 6.53	33.5		REVERE	74.3	* 9.45	12.50					
		10.16	* 7.14	41.8		PAXTON	69.7	* 9.33	12.27 PM					
		10.52	* 7.33	49.4		MARENGO	61.4	* 9.12	11.45					
		11.10		53.3		HILLCREST	53.8	* 8.52	11.15					
		11.59	* 8.07	62.9		RALSTON	49.9	* 8.42	10.58					
		12.35 PM	8.20	67.4		VASSAR	40.3	* 8.17	10.17					
		1.15	* 8.42	75.5		LIND	35.8	8.05	10.00					
		1.38	<b>8.55</b> Mt 72	80.4		SERVIA	27.7	* 7.45	9.20					
		2.30	9.22	90.3		ROXBORO	22.8	* 7.32	<b>8.55</b> Mt 1					
		3.15	* 9.45	98.8		WARDEN	12.9	7.06	7.40					
		3.35 PM Ar	9.57 AM Ar	103.2		DUVAL	4.4	* 6.42	7.05					
						OTHELLO		6.30 PM De Except Sundays	6.45 AM De Mon., Wed., Fri.					
		<b>No. 71</b>	<b>No. 1</b>					<b>No. 2</b>	<b>No. 72</b>					

\*Trains stop only on signal.

**SPECIAL RULES.**

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Trains will take their dates at starting points.  
 Trains will register at Malden and Othello.  
 Trains will not exceed fifteen (15) miles per hour through tunnels.  
 Trains will be under control approaching bluffs and rock cuts where slides or rock are liable to obstruct the track.

Trains will cross all high bridges under control.  
 Freight trains will not carry passengers.  
 Observe special rules and instructions in the back of this time-table.

W. J. JORDAN,  
 W. H. WINGATE,  
 Train Dispatchers.

J. E. HOOD,  
 Trainmaster.

TRAINS GOING WEST						DISTANCE FROM OTHELLO	STATIONS	DISTANCE FROM CLE ELUM	TRAINS GOING EAST						
			Second Class	First Class					First Class	Second Class					
			No. 73	No. 1					No. 2	No. 74					
			Freight	Passenger					Passenger	Freight					
			Mon., Wed., Fri. 7.00 AM De	Except Sundays 9.57 AM De											
			7.18	* 10.12	5.1	OTHELLO	98.1	6.30 PM Ar	2.40 PM Ar						
			7.32	* 10.22	8.9	ANSON 3.8	93.0	* 6.16	2.10						
			7.52	* 10.38	14.3	TAUNTON 5.4	89.2	* 6.08	1.46						
			8.16	* 10.68	20.8	CORFU 6.5	83.8	* 5.52	1.22						
			8.30	* 11.07	24.6	COLETTA 3.8	77.3	* 5.35	12.54						
			8.52	* 11.25	30.8	SMYRNA 6.2	73.5	* 5.23	12.37						
			9.15	<b>11.43</b> Mt 74	37.1	JERICHO 6.3	67.3	* 5.09	12.10 PM						
			9.40	* 11.56	40.3	BEVERLY 3.2	61.0	4.53	<b>11.43</b> Mt 1						
			10.33	* 12.30 PM	48.9	COHASSETT 8.6	57.8	* 4.43	11.10						
			11.02	* 12.45	52.6	RYE 3.7	49.2	* 4.17	10.25						
			11.30	* 1.02	56.7	CHEVIOT 4.1	45.5	* 3.56	9.55						
			12.10 PM	* 1.21	62.6	BOYLSTON 5.9	41.4	* 3.44	9.35						
			12.30	† 1.35 1.55	66.8	RENSLOW 4.2	35.5	* 3.27	9.00						
			1.00	2.14	72.9	KITTITAS 6.1	31.3	3.15	8.35						
			1.21	* 2.28	77.4	ELLENBURG 4.5	25.2	2.58	8.05						
			1.36	* <b>2.38</b> Mt. 2	80.4	MURDOCK 3.0	20.7	* 2.46	7.40						
			<b>2.16</b> Mt 2	* 2.57	85.3	THORP 7.9	17.7	* <b>2.38</b> Mt. 1	7.25						
			2.55 PM Ar	3.20 PM Ar	88.1	HORLICK 9.8	9.8	<b>2.16</b> Mt 73	6.46						
						CLE ELUM		1.50 PM De Except Sundays	6.00 AM De Tues., Thurs., Sat.						
			<b>No. 73</b>	<b>No. 1</b>				<b>No. 2</b>	<b>No. 74</b>						

**SPECIAL RULES.**

\*Trains stop only on signal.  
†Train stops for refreshments.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Trains will take their dates at starting points.  
Trains will register at Othello and Cle Elum.  
Trains will not exceed fifteen (15) miles per hour through tunnels.  
Trains will be under control approaching bluffs and rock cuts where slides or rock are liable to obstruct the track.

Trains will cross all high bridges under control.  
Standard time is kept in Dispatcher's office at Cle Elum.  
Freight trains will not carry passengers.  
Observe special rules and instructions in the back of this time-table.  
MOUNTAIN GRADE: Between Beverly and Kittitas.

**E. G. FOWLER,**  
**T. E. CORBETT,**  
Train Dispatchers.

**F. E. WILLARD,**  
Trainmaster.

TRAINS GOING WEST

TRAINS GOING EAST

TRAINS GOING WEST				DISTANCE FROM CLE ELUM	STATIONS	DISTANCE FROM TACOMA	TRAINS GOING EAST							
Second Class		First Class					First Class		Second Class					
No. 75	No. 21	No. 1	No. 2				No. 22	No. 76						
Freight	Passenger	Passenger	Passenger				Passenger	Freight						
Tues., Thurs., Sat. 7.00 AM De		Except Sundays 3.30 PM De			CLE ELUM 7.6	113.4	† 1.30 PM Ar			1.05 PM Ar				
7.30		* 3.51		7.6	LAVENDER 4.2	105.8	* 1.06			12.30				
7.48		4.02		11.8	EASTON 8.5	101.6	12.53			12.10 PM				
8.25		* 4.25		20.3	WHITTIER 6.6	93.1	* 12.28			11.30				
8.55		* 4.45		26.9	KEECHELUS 4.7	86.5	* 12.08 PM			11.00				
9.35		5.13		31.6	LACONIA 4.4	81.8	11.40			10.30				
10.07		* 5.39		36.0	ROCKDALE 4.4	77.4	* 11.14			9.50				
10.59 Mt. 2		* 5.54		40.4	BANDERA 5.9	73.0	* 10.59 Mt. 75			9.20				
11.30		* 6.14		46.3	GARCIA 5.2	67.1	* 10.39			8.40				
12.01 PM		* 6.31		51.5	RAGNAR 3.5	61.9	* 10.22			8.05				
12.20		6.43		55.0	MONCTON 4.5	58.4	10.10			7.35				
12.37		† 6.53		59.5	IOLANTHE 3.8	53.9	† 10.00			7.18				
12.54		† 7.02		63.3	TRUDE 5.9	50.1	† 9.52			7.00				
1.15		* 7.13		68.3	DRYDEN 3.6	45.1	* 9.41			6.36				
1.30 PM Ar		† 7.21 PM		71.9	MAPLE VALLEY	41.5	9.33 AM			6.15 AM De Mond., Wed., Fri.				
		† 7.20		76.0	CEDAR MOUNTAIN 4.1	37.4	† 9.25							
		† 7.36		79.0	ELLIOTT 3.0	34.4	† 9.18							
		† 7.44		82.5	RENTON 3.5	30.9	† 9.10							
	Except Sundays † 8.00 AM De	† 7.50		85.1	BLACK RIVER 2.6	28.3	† 9.05	† 8.50 PM Ar						
	† 8.12	† 7.59		89.2	VAN ASSELT 4.1	32.4	† 8.53	† 8.40						
	† 8.17	† 8.04		91.2	ARGO 2.0	34.4	† 8.49	† 8.35						
	† 8.25	† 8.10		93.4	STACY ST. 2.2	36.6	† 8.41	† 8.30						
	8.30 AM Ar	8.15 PM Ar		94.7	SEATTLE 1.3	37.9	† 8.35 AM De	† 8.25 PM De Except Sundays						
		8.50 PM		85.1	BLACK RIVER 6.3	28.3	8.00 AM							
		9.08		91.4	KENT 5.8	22.0	7.39							
		9.25		97.2	AUBURN 6.8	16.2	7.21							
		9.44		104.0	SUMNER 2.0	9.4	7.00							
		9.50		106.0	NO. PUYALLUP 7.4	7.4	6.53							
		10.10 PM Ar		113.4	TACOMA		8.30 AM De Except Sundays							
	No. 75	No. 21	No. 1				No. 2	No. 22	No. 76					

SPECIAL RULES.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Trains will take their dates at starting points.  
Trains will register at Cle Elum, Maple Valley, Black River, Seattle and Tacoma.

This time-table conveys no rights to trains between Maple Valley and Seattle. Between these points trains will run over C. & P. S. tracks and will be governed by C. & P. S. time-tables and rules.

Trains will not exceed fifteen (15) miles per hour through tunnels.

Trains will be under control approaching bluffs and rock cuts where slides or rock are liable to obstruct the track.

Trains will cross all high bridges under control. Standard time is kept in Dispatchers' offices at Cle Elum and Seattle.

Freight trains will not carry passengers. Observe special rules and instructions in the back of this time-table.

MOUNTAIN GRADE: Between Keechelus and Moncton.

- \*Trains stop only on signal.
- †Train stops for refreshments.
- ‡Trains do not stop for passengers.
- §Trains stop for passengers to and from points east of Maple Valley, and Kent to Tacoma inclusive.

E. G. FOWLER,  
T. E. CORBETT,  
F. L. CHASE,  
Train Dispatchers.

F. E. WILLARD,  
Trainmaster.











SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN AND MAXIMUM GRADES.

Location will be Specified on Time-Tables.

ASCENDING.

- 1. When no helper power on rear, the last car must be one that is equipped with a good hand brake and a trainman stationed upon it at all times. Conductors are responsible for having trainmen properly stationed.
2. When helper power is to accompany the train beyond the summit, it will be used to double-head the train down grade.
3. When power is used on rear of freight trains, it must be in advance of boarding outfits, empty flat cars or cars of insufficient strength to safely resist the push of such engines.

DESCENDING.

- 4. Before commencing descent, engineers and conductors will be held responsible for thoroughly ascertaining condition of brakes and train and determining the method that will be followed in controlling its descent. They will not start until it is positively known that the train can be handled safely. To afford the engineer an opportunity to recharge and retain maximum air pressure at all times, conductors will confer with engineers as to the number of retaining valves to be turned up and will be responsible for the number required in service. When retainers are used, they will be turned up, commencing at the head end of the train. As a rule, all available retainers should be used on freight trains. On passenger trains every other retainer should be used, alternating them to avoid heating of wheels.
5. An air brake test will be made before commencing descent, which must be carefully supervised by the conductor. Such tests shall be made by setting the brakes and leaving

them set while a trainman walks from each end of the train toward the middle, who must observe that the piston travel is properly adjusted, not less than four inches nor more than eight inches, that retainers are in good condition and that hand brakes are ready for operation. If any of the air-brake apparatus is out of order, the air will be cut out on such cars. Conductor must notify engineer when air is cut out on a car, or any change made in the brake equipment, and see that proper test is made after every such change.

- 6. Same rule to apply before commencing ascent.
7. Approach and commence descent at slow speed, applying retainers before starting and keep them applied until the actual foot of grade is reached.
8. Brake resistance decreases as speed increases; speed, therefore must be controlled from the start.
9. Immediately after starting, engineers will apply air, ascertaining at once, and while speed is slow, as to the holding power of the brakes. Speed of trains will be governed by local conditions and must in no instance exceed that at which they can be quickly brought to a stop. ON MOUNTAIN GRADES, freight trains must never exceed fifteen (15) miles per hour, and passenger trains twenty-five (25) miles per hour.
10. Should air hose burst while descending, sand must be used and train stopped as quickly as possible. When stopped the engineer will reverse his engine and use steam enough to hold it against the train and trainmen will set a sufficient number of hand brakes to insure holding the train should the air release. Hand brakes must remain set until the train is again fully charged with air. The engineer

will notice by the air gauge that train pipe is empty and occasionally move the handle of engineer's valve quickly from "lap" to full release and back to "lap" to show trainmen by escape of air the location of damaged hose or pipe. While an air hose is being changed train pipe cocks must not be closed on account of danger of forward brakes releasing.

- 11. Use air brake facilities to full extent, supplementing them with hand brakes only when necessary for the safe handling of the train. When necessary to use hand brakes, do so with judgment, avoid flattening wheels and make full use of them when called for by signal from the engineer.
12. Trainmen must watch closely for excessive heating of wheels, and if any are found the train must be brought to a stop and remain standing a sufficient length of time to allow them to cool.
13. Pushing cars ahead of engines on descending grades is prohibited.
14. COAST DIVISION: East bound freight trains between Boylston and Beverly will stop at Rye for trainmen to inspect trains and to permit wheels to cool. Passenger trains will stop for trains to be inspected.
15. Brakemen are required to ride on top of freight trains on descending grades between Beverly and Kittitas, and Keechelus and Moncton.

such air cars as may be in the rear of it, making air continuous from leading engine as far back as conditions will permit.

17. When two or more locomotives are handling a train, the cut-out cock in brake pipe underneath the engineer's brake valve must be closed and the brake valve handle carried in running and straight air release position on all locomotives except the one from which the brakes are operated.

18. If for any reason it becomes necessary to cut off road engine from train, it shall be known positively before doing so that the train is properly secured with hand brakes or blocks. The engine shall not be uncoupled until the conductor so directs. This is a matter that must be handled personally by the conductor and engineer, who will be held equally responsible for safety of train.

19. When cars are placed on sidings on mountain or maximum grades, they shall be left on the down-hill end of same as near derail as practicable, the air released, hand brakes securely applied and wheels blocked before detaching engine from cars.

20. When a freight train is to stop, all trainmen will remain on the train until it comes to a stop and has been properly secured by hand brakes. In the case of a descending train the air should be released after the train is secured by hand brakes, to enable the engineer to recharge the train before starting.

GENERAL.

16. Air will be operated from the leading engine, and will, if continuous, be cut through to helper and include

The Following Table Should be Used in Estimating Train Tonnage.

Table with 4 columns: 30 ft. Cars, 33 ft. Cars, 36 ft. Cars, 36 ft. D.D. Cars. Rows include Weight of Empty Stock Car, Weight of Cattle, Gross Weight, Weight of Hogs, Gross Weight, Weight of Sheep, Gross Weight, Weight of Horses, Gross Weight.

When the way-bill does not show scale weight for shipments, the capacity of car should be used in reporting tonnage on train report, form No. 105.

When figuring tonnage of empty cars on which weight is not stenciled, use following figures:

Table listing car types and their tonnage: Box cars (28 to 31 feet) .11 tons, Box cars (33 feet and L. L.) .13 tons, Box cars (33 to 34 feet) .15 tons, Box cars (Standard 36 feet) .15 tons, Box cars (40 feet) .18 tons, Furniture cars (36 to 38 feet) .15 tons, Furniture cars (40 feet) .17 tons, Carriage cars (50 feet) .18 tons, Beer and vegetable cars .18 tons, Refrigerator cars .20 tons, Stock cars (double deck) .15 tons, Stock cars (36 to 38 feet) .15 tons, Stock cars (less than 36 feet) .13 tons, Coal cars (all steel) .20 tons, Coal cars (100,000 capacity) .21 tons.

Table listing car types and their tonnage: Coal cars (60,000 capacity) .15 tons, Coal cars (40,000 capacity) .11 tons, Ore cars (100,000 capacity) .15 tons, Flat cars (short plain) .10 tons, Flat cars (long plain) .12 tons, Roger ballast cars .15 tons, U. T. L. cars .20 tons, Caboose (four-wheel) .10 tons, Caboose (31 feet common) .15 tons, Caboose (36 feet, drovers) .18 tons, Milk Express (44 and 45 feet) .25 tons, Milk Express (35 and 40 feet) .22 tons, Baggage cars (40 feet) .23 tons, Baggage cars (50 feet) .30 tons, Baggage cars (60 feet) .35 tons, Postal cars (60 feet) .46 tons, Postal cars (50 feet) .35 tons, Coaches (50 feet) .28 tons, Coaches (60 feet) .45 tons, Coaches (70 feet) .48 tons, Chair cars (50 feet) .38 tons, Buffet cars (70 feet) .50 tons, Dining cars (60 feet) .48 tons, Dining cars (70 feet) .60 tons, Parlor cars (60 feet) .37 tons, Parlor cars (70 feet) .56 tons, Sleeping cars (60 feet) .36 tons, Sleeping cars (70 feet) .55 tons.

MILWAUKEE HOSPITAL ASSOCIATION.

Surgeons.

- Dr. W. E. Stewart, Division Surgeon, St. Joe, Idaho.
Dr. W. S. Wallace, Local Surgeon, Tekoa, Washington.
Dr. L. A. Quafe, Local Surgeon, Rosalia, Washington.
Dr. J. E. Strain, Local Surgeon, Malden, Washington.
Dr. H. H. McCarthy, Local Surgeon, Spokane, Washington.
Dr. R. N. Tooker, Local Surgeon, Spokane, Washington.
Dr. J. W. Henderson, Local Surgeon, Lind, Washington.
Dr. R. J. Kingsley, Local Surgeon, Othello, Washington.
Dr. W. A. Taylor, Local Surgeon, Ellensburg, Washington.
Dr. D. O. Kearby, Local Surgeon, Cle Elum, Washington.
Dr. H. Eugene Allen, Division Surgeon, Seattle. Office: Lumber Exchange Bldg.; hours 2 to 4 P. M.; telephones, Sunset Main 4561; Independent 4646. Always reachable through Pacific Hospital; telephones, Sunset Main 1406; Independent 1399.
Dr. C. T. Cooke, Oculist, Seattle, Washington.
Dr. W. N. Keller, Local Surgeon, Tacoma. Office: Berlin Bldg.; hours 2 to 4 P. M.; telephones, Sunset Main 7740, Independent A-3456. Always reachable through Fanny Paddock Hospital; telephones, Sunset Main 48, Independent A-6008.
Dr. F. A. Scott, Oculist, Tacoma, Washington.

Association Hospitals.

- Milwaukee Hospital, St. Joe, Idaho.
Deaconess Hospital, Spokane, Washington.
Pacific Hospital, corner First Avenue and Vine Street, Seattle; telephones, Sunset Main 1406, Independent 1399.
Fanny Paddock Hospital, "J" Street, between South Third and Fourth Streets, Tacoma; telephones, Sunset Main 48, Independent A-6008.

Emergency Stations.

Tekoa, Rosalia, Beverly and Ellensburg.

P. C. HART, Superintendent.

H. B. EARLING, General Superintendent.