

United States Railroad Administration

W. G. McADOO, Director General of Railroads

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD

COAST DIVISION

TIME TABLE No. 1

TAKING EFFECT AT 12:01 O'CLOCK A. M.

SUNDAY, SEPTEMBER 15, 1918

SUPERSEDING TIME TABLE NO. 41

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. C. DOW,
Acting Superintendent.

G. F. WEST,
Assistant Superintendent of Transportation

W. B. FOSTER,
General Superintendent.

G. L. WHIPPLE,
Superintendent of Transportation

H. B. EARLING,
General Manager.

WESTWARD

BETWEEN SEATTLE AND CLE ELUM—SUBDIVISION

EASTWARD

SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 1				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS			SECOND CLASS		
63	73	91	15	43	17			STATIONS								16	44	18	64	92	74
Time Freight Daily	Time Freight Daily	Way Freight Daily Except Mon.	Passenger Daily	Passenger Daily	Passenger Daily	Passing Tracks	Other Sidings					Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily Except Sun	Time Freight Daily				
L 8.00 ^{PM}	L 10.10 ^{AM}	L 7.00 ^{AM}	L 5.10 ^{PM}		L 8.30 ^{AM}		Yard	0.0	CLE ELUM	90.3	CM		*WCORTBY	A ⁶⁴ 1.20 ^{PM}	A ¹⁷ 11.05 ^{PM}	A 9.10 ^{AM}	A 4.45 ^{PM}	A 1.00 ^{AM}			
8.30	10.45	7.30	5.25		8.44 ⁶⁴	70	28	7.5	LAVENDER	82.8		No. Office	P	1.03	10.48	8.44 ¹⁷	4.00	12.30			
8.47	11.00	7.50 ⁶⁴	5.33		8.54 ^f	65	30	11.7	EASTON	78.6	En		YK	12.55	10.38 ^f	7.50 ⁹¹	3.40	12.15 ^{AM}			
9.20	11.40	8.40	5.49		9.10	70	15	20.5	WHITTIER	70.1		No. Office	P W5ME	12.38	10.18	7.05	3.00	11.50			
			6.01		9.21 ^f			24.5	KEECHELUS	65.8		No. Office	P W	12.29	10.07 ^f						
9.57 ¹⁸	12.20 ^{PM}	9.21 ¹⁷ 9.44	6.13		9.34 ^f	E75 W80	24	29.1	HYAK	61.2	Hy			12.20 ⁷³	9.57 ^f	6.30	2.25	11.15			
11.00 ⁷⁴	12.40	9.59	6.23		9.44	E85 W75	60	31.7	ROCKDALE	58.6	Kd		WT	12.12 ^{PM}	9.48	6.15	2.10	11.00 ⁶³			
11.25	1.30 ⁹²	10.30	6.35		9.57 ^f	70	10	36.8	BANDERA	53.5		No. Office	P	11.57	9.30 ^f	5.40	1.30 ⁷³	10.25			
11.55	2.00	10.55	6.48		10.10 ^f	70	22	42.1	GARCIA	42.8	GC		W	11.43	9.12	5.05	1.00	9.50			
12.20 ^{AM}	2.30	11.29 ¹⁶	6.59		10.23	70	16	47.7	RAGNAR	46.6		No. Office	P	11.29 ⁹¹	8.54	4.25	12.35	9.20			
12.50	3.00	11.50 ⁹² 1.00 ^{PM}	7.08 ⁴⁴	L 10.00 ^{AM}	10.35 ⁸¹	E80 W70	Yard	50.9	CEDAR FALLS	39.4	My		WORYB *JZ	11.20 ⁹²	6.55 ¹⁵ PM	8.45 ⁷⁴	4.00	12.15 ¹⁶⁻⁹¹ 11.05 ^{PM}	8.55 ¹⁸ 8.00		
								55.0	BAGLEY JCT.	35.3		No. Office	JP								
1.10	3.25	1.25	7.16 ⁷⁴	10.10 ^f	10.43 ⁹²	70		55.8	BARNESTON	34.5		No. Office	P	11.00	6.37 ^f	8.30	3.20	10.43 ¹⁷	7.16 ¹⁵		
1.30	3.37	1.45	7.23	10.17 ⁹²	10.53 ¹⁶	70		59.7	TRUDE	30.6		No. Office	P	10.53 ¹⁷	6.29 ^f	8.23	3.00	10.17 ⁴³	6.46		
			7.28	10.22 ^f	10.58		10	62.3	LANDSBURG	28.0		No. Office	P	10.47	6.22 ^f	8.18					
1.55	3.58	2.10	7.32	10.26 ^f	11.04	70	18	64.6	NOBLE	25		No. Office	P	10.43	6.17 ^f	8.13	2.35	9.55	6.22 ⁴⁴ 6.10		
2.20 ⁶⁴ AM	4.15 ^{PM}	2.30 ^{PM}	7.40 ^{PM}	10.35 ¹⁶ AM	11.15 ^{AM}	85	14	68.1	MAPLE VALLEY	22.2	MV		WJ	10.35 ⁴³ AM	6.10 ^{PM}	8.05 ^{PM}	2.20 ⁶³ AM	9.20 ^{AM}	5.50 ^{PM}		
								71.9	CEDAR MOUNTAIN	18.4											
								73.4	INDIAN	16.9											
								74.9	ELLIOTT	15.4											
								76.2	MAPLEWOOD FARM	14.1											
								78.3	Northern Pacific Crossing RENTON	12.0	RN										
								80.7	BLACK RIVER O-W R & N R.R. Crossing	9.6	Bi										
								85.0	VAN ASSELT	5.3											
								86.9	ARGO N. P. & O-W. R. & N. Crossing	3.4								12.25 ^{AM}	7.15 ^{AM}	4.15 ^{PM}	
								90.3	SEATTLE	0.0	OW FC										
									Schedule Time												
									Average Speed Per Hour												

SPECIAL RULES

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

All trains in both directions between Hyak and Rockdale will be handled by Train Staff System. See Rules 303 and 831. Passenger trains will use 8 and freight trains 15 minutes through Snoqualmie Tunnel.

Automatic Block System is in use between Maple Valley and Rockdale and between Hyak and Cle Elum. See Rules 221-B, 311, 362 and 505-B.

MOUNTAIN GRADE: Between Rockdale and Cedar Falls.

When meeting points are made by special order at Ragnar, Garcia or Bandera, the ascending trains will take siding.

Nos. 16 and 18 stop at Renton for passengers.

Westward freight trains will stop at Garcia for trainmen to inspect trains and to permit wheels to cool.

Head lights and Tail lights must be lighted both day and night while passing through Snoqualmie Tunnel between Hyak and Rockdale.

Hand cars, motor cars, or track velocipedes must not be run through tunnel between Hyak and Rockdale unless person in charge receives staff from the operator in accordance with the rules.

No. 44 will take siding at Cedar Falls for No. 15.

Between Maple Valley and Seattle, Pacific Coast Railroad and O-W. R. & N. Time Tables and Rules govern.

Double track at Rockdale extends from East Switch, near tunnel to a point 1200 feet west, and trains will use the left hand track moving in either direction. Staff section for the westward trains begins at West switch, Hyak, and ends at signal at west end double track, Rockdale. Staff section for eastward trains begins opposite Staff signal, Rockdale, and ends at West passing track switch, Hyak.

All closets must be kept locked in trains between east switch Cedar Falls and Landsburg and in city limits Renton. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.

WESTWARD

BETWEEN BLACK RIVER AND TACOMA—SUBDIVISION

EASTWARD

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars	Distance from Seattle	Time Table No. 1 In effect Sept. 15, 1918	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS				SECOND CLASS		
691	93	63	563	15	117	569	564								16	118	562	692	64	94	
O-W. R. & N. Time Freight	Way Freight	Time Freight	O-W. R. & N. Passenger	Passenger	Passenger	O-W. R. & N. Passenger	O-W. R. & N. Passenger	Passenger	Passenger	O-W. R. & N. Passenger	O-W. R. & N. Time Freight	Time Freight	Way Freight								
Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.								
				L 9.00PM	L 12.45PM				0.0	SEATTLE	38.9				A 9.30AM	A 6.40PM					
									3.4	ARGO N. P. O-W. R. & N. Crossing	35.4										
									5.3	VAN ASSELT	33.5										
L 7.15PM	L 2.00PM	L 3.15AM	L 11.35PM	L 9.23PM	L 1.05PM	L 10.25AM		Yard	9.6	BLACK RIVER Northern Pacific Crossing	29.2	Bi		YWRIKJ	A 5.50AM	A 9.08AM	A 6.18PM	A 10.30PM	A 6.25AM	A 12.12AM	A 1.00PM
7.34	2.30	3.33	11.47	9.34	1.17	10.37	68	86	16.4	KENT	22.4	K	6.00PM to 8.00AM		5.38	8.57	6.06	10.16	6.07	11.47	12.15
7.50	2.57	3.51	11.58	9.42	1.26	10.48	E73 W05	75	21.5	AUBURN	17.3	BR			5.27	8.47	5.57	10.05	5.53	11.08	11.35
8.03	3.25	4.03	12.06AM	9.48	1.33	10.57	84		26.1	BENROY	12.7		No Office	P	5.19	8.40	5.50	9.58	5.42	10.52	10.57
8.17	3.40	4.12	12.14	9.54	1.39	11.03	35	50	28.6	SUMNER	10.2	UX	6.00PM to 8.00AM	W	5.15	8.35	5.46	9.54	5.35	10.43	10.25
8.30	4.00	4.22	12.18	10.00	1.44	11.07	79	32	30.4	NORTH PUYALLUP	8.4	PX	6.00PM to 8.00AM		5.11	8.31	5.42	9.47	5.28	10.35	9.30
A 9.05PM	A 4.20PM	A 4.40AM	A 12.29AM	A 10.10PM	A 1.55PM	A 11.18AM			35.9	TACOMA JCT.	2.9	JN		RJ*KB	L 5.01AM	L 8.22AM	L 5.33PM	L 9.35PM	L 5.11AM	L 10.10PM	L 9.00AM
									37.0	RESERVATION	1.8										
				A 10.25PM	A 2.10PM				38.9	TACOMA (Union Depot)	0.0	WR				L 8.10AM	L 5.20PM				
1.50	2.20	1.25	.54	1.25	1.25	.53				Schedule Time					.49	1.20	1.20	.55	1.14	2.10	.4
15.1	11.2	19.	28.5	27.8	27.8	28.5				Average Speed Per Hour					32.2	29.2	29.2	29.2	21.3	12.2	6.5

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC CROSSING, BLACK RIVER.

All movements are governed by distant and home semaphore signals located as follows:

For East Bound Trains:

Distant signal located... 2300 feet west of tower
Home signal located.... 800 feet west of tower

For West Bound Trains from Seattle:

Distant signal located... 1500 feet east of tower
Home signal located.... 800 feet east of tower

For West Bound Trains from Black River Yard via Wye:

Distant signal located..... 1200 feet east of tower
Home signal located..... 800 feet east of tower

INDICATIONS.

Distant signals have one arm. Its normal position is CAUTION, or arm inclined upward 45 degrees and showing green light. Trains passing distant signals in caution position must proceed prepared to stop before passing home signal. A distant signal in the clear position, arm vertical or white light, indicates that top arm of home signal in advance is in the clear position, and a train may proceed at normal rate of speed.

Home signals have two arms. Their normal positions are horizontal and lights red, which indicates stop until authorized to proceed. Upper arm vertical or white light, lower arm horizontal or red light, indicates train may proceed at normal speed. Upper arm horizontal or red light, lower arm inclined upward 45 degrees or green light, indicates proceed with caution, and that switches are set for diverging route.

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wye, will sound four long blasts of the whistle.

RULES GOVERNING O.-W. R. & N. INTERLOCKING PLANT, BLACK RIVER

Train order semaphore is in front of interlocking tower. The following whistle signals will be used:

- O.-W. R. & N. Trains Tacoma to Argo—1 long.
- O.-W. R. & N. Trains Argo to Tacoma—1 long.
- P. C. R. R. Trains Renton to Argo—1 long.
- P. C. R. R. Trains Argo to Renton—1 long.
- P. C. R. R. Trains to O.-W. R. & N. Interchange track—1 long 1 short.
- C. M. & St. P. Trains Tacoma to Argo—1 long, 1 short, 1 long.
- C. M. & St. P. Trains Argo to Tacoma—1 long, 1 short, 1 long.
- C. M. & St. P. Trains Argo to Renton—1 long.
- C. M. & St. P. Trains Renton to Argo—1 long.

The upper semaphore arms and lights control for the through P. C. R. R. Tracks and the second semaphore arms control for the diverging routes to the C. M. & St. P. Tacoma line and O.-W. R. & N. Lower semaphore arm controls switching movement. Backup movements are controlled by dwarf signals.

Double track extends between Tacoma Jct. and Tide Flats.

Between Black River and Seattle, Pacific Coast Railroad and O.-W. R. & N. time tables and rules govern Automatic Block System is in use between Black River and Tacoma Jct. See Rules 221-B, 311, 362 and 505-B.

No. 16 stops on signal North Puyallup, Sumner, Auburn and Kent for passengers, destined to Seattle and points east only.

No. 16 stops at Sumner for express.

No. 15 will stop at Kent, Auburn, Sumner and North Puyallup to let off passengers from Seattle and east.

Nos. 563, 564, 562 and 569 will stop at Kent, Auburn, Sumner and North Puyallup only to receive passengers to and from points beyond Tacoma or Seattle and will not stop for passengers from Tacoma or Seattle.

The movement of all freight trains, transfer trains and yard engines between Tacoma and east end Coach Yard at L Street will be governed by Automatic Signals.

Yard limits Tacoma Jct. extend from 3000 feet east of Tacoma Jct. to end of track on 25th Street Line.

Engine foreman will be held responsible for knowing that movement from N. P. Transfer Track to Tide Flats Yard against current of Traffic is fully Protected.

WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

WESTWARD

BETWEEN CEDAR FALLS AND DELTA—SUBDIVISION

EASTWARD

THIRD CLASS	Capacity of Sidings in Cars		Time Table No. 1 In effect Sept. 15, 1918	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	THIRD CLASS
	Passing Trucks	Other Sidings						
495								496
Mixed								Mixed
Tuesdays, Thursdays & Saturdays								Tuesdays, Thursdays & Saturdays
STATIONS								
L 6.30AM	17		0.0	BAGLEY JCT.	17.8	No Office		A 12.10PM
" 6.55	37	13	2.3	^{2.3} SELLECK Northern Pac. Ry. Crossing	15.5	No Office	W 1 Mi E	*11.55
" 7.20	19		7.	Northern Pac. Ry. Crossing ^{PALMER} Northern Pac. Ry. Crossing	10.8	No Office		*11.10
" 7.30	15	46	8.4	^{1.4} BAYNE	9.4	No Office		*11.00
" 7.40		7	10.1	^{1.7} CUMBERLAND Northern Pac. Ry. Crossing	7.9	No Office		*10.45
" 7.50		6	12.4	^{2.3} VEAZIE	5.4	No Office		*10.30
" 8.00			15.3	^{2.9} ENUMCLAW JCT.	2.5	No Office	Y	*10.15
As 8.10AM	28	55	17.8	^{2.5} ENUMCLAW	0.0	CW	6.00PM to 8.00AM	L 10.00AM
1.40				Schedule Time				2.10
10.6				Average Speed Per Hour				8.2

THIRD CLASS	Capacity of Sidings in Cars		Time Table No. 1 In effect Sept. 15, 1918	Distance from Cedar Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	THIRD CLASS
	Passing Trucks	Other Sidings						
297								215
Way Freight								Passenger
Daily Except Mon.								Daily
STATIONS								
L 7.00AM				0.0	My		*OYZ WRB	As 9.55AM
7.30				5.8		No Office		f 9.36
8.00				7.9	BE	5.30PM to 7.30AM	WY	s 9.31
8.40				11.4	Q	6.00PM to 8.00AM		* 9.23
²¹⁶ 9.20				12.4		No Office		f ²⁹⁷ 9.20
9.45				17.0		No Office		* 9.08
10.05				22.3	J	6.00PM to 8.00AM	W	* 8.54
10.15				25.5		No Office		* 8.46
²⁹⁸ 10.35				31.0	VA	5.45PM to 7.45AM		* 8.32
11.00				37.1		No Office		f 8.16
11.30				40.8	Mo	9.00PM to 7.30AM	WY	* 8.06
				41.4		No Office		
12.01PM				42.7		No Office		f 8.00
12.30				47.8	Ho	5.15PM to 7.15AM		* 7.47
12.50				50.0		No Office		* 7.42
				52.9		No Office		
1.00				53.3	W	No Office		7.34
A 1.10PM				54.3			RBK	L 7.30AM
A 1.20PM				55.6			*OBTWRZ	L 7.30AM
6.20								2.25
8.8								22.4

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT No. 496 WILL WAIT AT ENUMCLAW FOR No. 495.

Wye switches at Enumclaw Jct. must be left set for the track of the White River Lumber Company.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 297 and 298 will carry passengers.

First class trains will stop at Edgewick, Dent, Novelty, Swanstrail, Homeacres and Lowell for passengers and express.

Trains of all classes will approach Yard Limit boards east and west of Stillwater and Snoqualmie Falls under control expecting to find main line occupied. Trains will reduce speed to six miles per hour at Yard Limit boards and will not increase this speed in yard limits unless track is clear.

Between Everett and Delta, Northern Pacific and G. N. time tables and rules govern.

SPECIAL INSTRUCTIONS

That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: "By day green flags (or marker lamps not lighted)."
 All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each sub-division.
 Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

SYMBOLS.

- | | | |
|-------------------|---------------------------------|--------------------|
| *—Standard Clock. | T—Turntable. | B—Bulletin Boards. |
| W—Water. | Y—Wye. | J—Junction. |
| C—Coal. | P—Dispatcher's Telephone. | Z—Track Scales. |
| O—Oil. | I—Interlocked. | ¶—Refreshments. |
| R—Register. | K—Connection with Foreign Road. | |

SPEED RESTRICTIONS

Tacoma-Seattle—Seattle-Cle Elum—Everett Line—Enumclaw Line

On descending or ascending mountain grades, passenger trains must not exceed twenty-five (25) miles per hour. Where track is rough or view obstructed, on mountain grades or at other points, speed must be reduced to a limit that will insure safety.
 All trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track, and will cross all high bridges slowly.

Class K 1 engines in passenger service and equipped with swing motion trucks, will not exceed thirty-five (35) miles per hour; when equipped with rigid trucks will not exceed twenty-five (25) miles an hour.

Freight trains will not exceed twenty miles an hour, and when hauling logs will not exceed fifteen miles an hour.

Passenger trains will not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour through tunnels and will run slowly over high trestles.

Trains will reduce speed to twenty (20) miles an hour over Bridge FF 16, 1.7 miles west of Easton.
 Mallet engines must not be run to exceed twenty-five (25) miles per hour, and at any point where conditions require it, a reduction of speed must be made to meet the requirements.

Freight trains reduce speed to 15 miles and passenger trains to 20 miles per hour around curve at Sumner.
 Do not exceed 15 miles an hour over Tokul Creek Bridge F. F. 842, five miles west of North Bend.

On grades between Cedar Falls and Tanner and between Selleck and Bagley Junction, passenger trains must not exceed twenty-five miles per hour. Where track is rough or view obstructed, or at other points, speed must be reduced to a limit that will insure safety.

Freight trains on Everett line will not exceed twenty (20) miles per hour and when hauling logs and on grade between Cedar Falls and Tanner will reduce speed to not exceed fifteen (15) miles per hour. Freight trains on Enumclaw line will not exceed fifteen (15) miles per hour.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track, comfort of passengers and all the circumstances.

Trains handling special equipment will not exceed the following speeds:
 Rotary Snow Plows, twenty-five (25) miles per hour.
 Lidgerwood Unloaders, fifteen (15) miles per hour.

Steam Shovels and Steam Ditchers, twenty (20) miles per hour.
 Passenger trains will not exceed sixty (60) miles per hour at any point.

C. M. & St. P. freight trains must not exceed twenty (20) miles an hour on tracks of Pacific Coast Railroad, Oregon-Washington Railroad & Navigation Co., Northern Pacific Railway Co., or tracks of any foreign line. When hauling logs, must not exceed fifteen (15) miles an hour over such tracks.

No train or engine will exceed eight (8) miles an hour between Tacoma Junction and Tide Flats yard.
 Trains will run slowly over high trestles on Everett and Enumclaw lines.

Trains will not exceed six (6) miles an hour through Coach Yard, Tacoma, and 10 miles per hour over Puyallup River bridge east of Tacoma Coach Yard.

Trains will not exceed eight (8) miles an hour through city limits of Auburn and Kent.
 Local excursion or special trains will not exceed twenty-five (25) miles an hour. Through excursion or special trains will not exceed time card time of carded passenger trains.

Reduce speed to ten (10) miles an hour through crossovers and entering sidings and yards.
 Trains run for the special purpose of handling steam wrecking derrick will observe the following speed restrictions: (Does not restrict trains handling Tacoma Eastern Derrick.)

Tacoma to Seattle—Thirty (30) miles an hour, except over long bridges, where speed will be reduced to twenty (20) miles an hour, unless otherwise directed by slow orders.

Seattle to Cedar Falls—Hyak to Cle Elum—Thirty (30) miles an hour Reduce to fifteen (15) miles an hour over long bridges.
 Cedar Falls to Rockdale—Twenty (20) miles an hour. Reduce to fifteen (15) miles an hour around sharp curves.

Everett line, Cedar Falls to Carnation—Fifteen (15) miles an hour.
 Carnation to Everett—Twenty (20) miles an hour. Reduce to fifteen (15) miles an hour over bridges.

Enumclaw Line—Fifteen (15) miles an hour.
 Trains having mail for Keechelus and other stations where they do not stop, will slow up to 15 miles an hour for dispatching this mail. No excuse received for failure to do this. This applies especially in the snow district.

Class "L" engines on passenger trains must not exceed 35 miles per hour. Passenger trains will reduce to 30 miles per hour around curve at Nelson east of Lavender.

Passenger trains reduce to 20 miles and freight trains to 15 miles per hour through snow sheds.
 Passenger trains reduce speed to 15 miles per hour passing staff office at Hyak.

Special Regulation

Trains at night come to full stop before crossing avenue D, Snohomish, and brakeman go to crossing and flag train across, acting in place of regular flagman.

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

STATION	SUNDAY HOURS	STATION	SUNDAY HOURS
Cle Elum	Continuous	Tacoma Jct.	Continuous
Easton	"	North Bend	7.30am to 9.30am
Hyak	"	Snoqualmie Falls	8.00am to 10.00am
Rockdale	"	Carnation	8.00am to 10.00am
Garcia	"	Duval	7.45am to 10.45am
Cedar Falls	"	Monroe	7.30am to 8.30am
Maple Valley	"		11.00am to 10.00pm
Black River	"	Everett, N. P.	8.00pm to 9.00pm
Kent	8.30am to 2.30pm		Continuous
Auburn	Continuous	Delta	"
Sumner	8.30am to 2.30pm	Enumclaw	Closed
Nor. Puyallup	8.30am to 2.30pm		

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS MOUNTAIN 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. Conductors 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.

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 and 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. Brakemen are required to ride on top of freight trains on descending grades between Rockdale and Cedar Falls.

GENERAL

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

MILWAUKEE HOSPITAL ASSOCIATION ASSOCIATION SURGEONS

Dr. A. I. Bouffleur, Chief Surgeon, Seattle, Wash.

Dr. G. N. McLoughlin, District Surgeon, Seattle. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3814. Always reachable through Providence Hospital, East 3140.

Dr. W. A. Hibbs, Asst. Surgeon, Seattle. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3814.

Dr. W. C. Speidel, Local Surgeon, Seattle. Office, Cobb Bldg. Hours 2 to 4:30 p. m. Elliott 3404. Always reachable through residence, Beacon 240.

Dr. A. W. Hawley, Oculist, Seattle. Office, Leary Bldg. Office: 503 Jones Bldg. (Pantages Theatre), 9th and Broadway. Hours, 1 to 4 and Monday, Wednesday, Friday, 7 to 8 p. m. Main 369. Always reachable through St. Joseph's Hospital, Main 1569.

Dr. R. C. Schaeffer and Assistants

Dr. Wm. B. McCreery

Dr. W. H. Holmes

Office: 1124 Fidelity Bldg. Hours, 2 to 5:30 p. m. Main 7620. Always reachable through residence, Main 5264.
 Office: 1124 Fidelity Bldg. Hours, 11 to 12, 2 to 5:30 and Tuesday, Thursday, Saturday 7 to 8 p. m. Main 7620. Always reachable through residence, Proctor 848.

Orders for treatment should be issued on Form H. A. 2 to the Local Surgeons jointly, "Dr. Schaeffer, Pantages Theatre Building, or Dr. McCreery, Fidelity Building.

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| Drs. Van Pelt & Wheeler, Oculists, Tacoma.
Dr. C. C. Hills, Local Surgeon, So. Tacoma.
Dr. C. E. Judd, Sumner.
Dr. W. W. Cheney, Fall City.
Dr. Adolph Bronson, Renton.
Dr. F. R. Hedges, Everett. | Office, Fidelity Bldg. Main 41.
Dr. R. C. Morse, Puyallup.
Dr. F. G. Ulman, Enumclaw.
Dr. C. B. Hoffman, Kent.
Dr. E. A. Stafford, Snohomish.
Dr. A. H. Winkel, Kittitas. |
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ASSOCIATION HOSPITALS

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|--------------------------------------------------|------------------------------------------------------------|--------------------------------|
| Providence Hospital, Seattle, District Hospital. | Lakeside Hospital, Seattle, District Hospital. | St. Joseph's Hospital, Tacoma. |
| Roslyn-Cle Elum Hospital, Cle Elum | Everett Hospital, Everett | Monroe Hospital, Monroe |
| | Stretchers: At Cle Elum, Rockdale, Cedar Falls and Tacoma. | |

INSTRUCTIONS—Continued

TONNAGE RATING

EASTBOUND OUT OF	K	L	N	K & N	L & N	2 N
Seattle.....	1000	1600	2250			
Cedar Falls.....	500	700	1200	1400	1800	2200
WESTBOUND OUT OF						
Cle Elum.....	1100	1600	2500			

The rating shown above may be increased or decreased by order of the Chief Dispatcher according to conditions.

TONNAGE REDUCTION FOR WEATHER CONDITIONS.

10 to 20 above.....	Reduce 10 per cent.
Zero to 10 above.....	Reduce 15 per cent.
Zero to 10 below.....	Reduce 20 per cent.
10 to 20 below.....	Reduce 30 per cent.

SPEED TABLE.

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

Yard limit boards are located as follows:

West Cle Elum
 East and West Easton
 West Rockdale
 East and West Cedar Falls
 East Maple Valley
 East and West Kent
 East and West Auburn
 East and West Sumner
 East Tacoma Jct.
 East and West Snoqualmie Falls
 East and West Stillwater
 East and West Monroe
 East and West Snohomish
 East and West High Rock
 East and West River View
 East Everett

COMMERCIAL TRACKS

Main Line

Bruff.....		3. miles east of Whittier.
Meadow Creek.....	U.S.R.S. 770 ft.	2.5 miles west of Whittier.
Flanigan.....	Logs 104 ft.	Keechelus.
Kittitas Lbr. Co.....	Logs 950 ft.	0.5 miles west of Keechelus.
Carter Creek.....	Logs 2000 ft.	0.3 miles west of Bandera.
Kent Lbr. Co.....	Mill 1130 ft.	1.1 miles east of Bagley Jct.

Everett Line

North Bend Lbr. Co.....	Lumber 716 ft.	1/4 mile east of Tanner.
Meadow Brook.....	Industry 250 ft.	1.6 miles west of North Bend.
Horrocks.....	Industry 120 ft.	2.0 miles east of Tolt.
Stuart.....	Industry 570 ft.	.8 miles west of Stillwater.
Riverview.....	Log dmp. 3000 ft.	1.9 miles west of Snohomish.

Enumclaw Line

Durham Coal Co.....	Coal 310 ft.	2.5 miles west of Selleck.
Bayne Mine Track.....	Coal 3500 ft.	0.7 miles west of Bayne.
Cumberland.....	Industry 150 ft.	Cumberland.
Waco.....	Coal 600 ft.	0.8 miles west of Cumberland.
Viezie.....	Industry 150 ft.	2.8 miles east of Enumclaw Jct.
Ingle.....	Logs 400 ft.	1 mile east of Enumclaw Jct.

Tacoma-Seattle Line

Hughes.....	Industry 500 ft.	1.4 miles west North Puyallup.
Inter County.....	Industry 327 ft.	.3 miles east Benroy.
Thomas.....	Industry 300 ft.	1.7 miles west Kent.
O'Brien.....	Industry 300 ft.	2.3 miles east Kent.
Orillia.....	Industry 300 ft.	2.5 miles west Black River.
Holstein.....	Industry 491 ft.	1.2 miles west Black River.

W. A. ALLEN,
H. E. PETERSON,
S. C. WHITEMORE,
R. A. GRUMMEL,
 Train Dispatchers.

D. W. BOH,
 Train Dispatcher Enumclaw and Enumclaw Jct.

G. H. HILL,
 Chief Dispatcher.

J. S. ECCLES,
 Assistant Trainmaster

W. S. JOHNSON,
 Trainmaster.

H. L. WILTROUT,
 Trainmaster.