

United States Railroad Administration

W. G. McADOO, Director General of Railroads

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD

COAST DIVISION

AND

TACOMA EASTERN RAILROAD

TIME TABLE No. 2

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

SUNDAY, OCTOBER 13, 1918

SUPERSEDING TIME TABLE NO. 1, COAST DIVISION AND TIME TABLE NO. 1 GRAYS HARBOR LINE AND TACOMA EASTERN R. R.

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 | | | Time Table No. 2 | | | | FIRST CLASS | | | SECOND CLASS | | | | |
|--------------------|--------------------|-------------------------------|-----------------|-----------------|-----------------|-----------------------------|---------------|------------------------|-------------------------|-------------------------------------|-----------------|-------------------------|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------------|-----------------|
| 63 | 73 | 91 | 15 | 43 | 17 | Passing Tracks | Other Sidings | Distance from Cle Elum | In effect Oct. 13, 1918 | Distance from Seattle | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | 16 | 44 | 18 | 64 | 92 | 74 | |
| Time Freight Daily | Time Freight Daily | Way Freight Daily Except Mon. | Passenger Daily | Passenger Daily | Passenger Daily | | | | | | | | | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Time Freight Daily | Way Freight Daily Except Sun | Time Freight Daily |
| STATIONS | | | | | | | | | | | | | | | | | | | | |
| L 8.00PM | L 10.10AM | L 7.00AM | L 5.10PM | | L 8.30AM | | Yard | 0.0 | ..... | CLE ELUM | 90.3 | CM | | As 1.20PM | | As 11.05PM | A 9.10AM | A 4.45PM | A 1.00AM | |
| 8.30 | 10.45 | 7.30 | 5.25 | | 8.44 | 70 | 28 | 7.5 | ..... | LAVENDER | 82.8 | | No. Office | P | 1.03 | 10.48 | 8.44 | 4.00 | 12.30 | |
| 8.47 | 11.00 | 7.50 | 5.33 | | f 8.54 | 65 | 30 | 11.7 | ..... | EASTON | 78.6 | EA | | YK | 12.55 | f 10.38 | 7.50 | 3.40 | 12.15AM | |
| 9.20 | 11.40 | 8.40 | 5.49 | | 9.10 | 70 | 15 | 20.5 | ..... | WHITTIER | 70.1 | | No. Office | P | 12.38 | 10.18 | 7.05 | 3.00 | 11.50 | |
| | | | 6.01 | | f 9.21 | | | 24.5 | ..... | KEECHELUS | 65.8 | | No. Office | P | 12.29 | f 10.07 | | | | |
| 9.57 | 12.20PM | 17 9.21 9.44 | 6.13 | | f 9.34 | E75 W80 | 24 | 29.1 | ..... | HYAK | 61.2 | HY | | | 12.20 | f 9.57 | 6.30 | 2.25 | 11.15 | |
| 11.00 | 12.40 | 9.59 | 6.23 | | 9.44 | E85 W75 | 60 | 31.7 | ..... | ROCKDALE | 58.6 | KD | | WT | 12.12PM | 9.48 | 6.15 | 2.10 | 11.00 | |
| 11.25 | 1.30 | 10.30 | 6.35 | | f 9.57 | 70 | 10 | 36.8 | ..... | BANDERA | 53.5 | | No. Office | P | 11.57 | f 9.30 | 5.40 | 1.30 | 10.25 | |
| 11.55 | 2.00 | 10.55 | 6.48 | | f 10.10 | 70 | 22 | 42.1 | ..... | GARCIA | 42.8 | GC | | W | 11.43 | 9.12 | 5.05 | 1.00 | 9.50 | |
| 12.20AM | 2.30 | 11.29 | 6.59 | | 10.23 | 70 | 16 | 47.7 | ..... | RAGNAR | 46.6 | | No. Office | P | 11.29 | 8.54 | 4.25 | 12.35 | 9.20 | |
| 12.50 | 3.00 | 92 11.50 1.00PM | 7.08 | L 10.00AM | 10.35 | E80 W70 | Yard | 50.9 | | CEDAR FALLS | 39.4 | MY | | WORYB@JZ | 11.20 | As 6.55PM | 8.45 | 4.00 | 16/12.15PM 91 11.00 | 18 8.55 18.00 |
| | | | | | | | | 55.0 | ..... | BAGLEY JCT. | 35.3 | | No. Office | JPR | | | | | | |
| 1.10 | 3.25 | 1.25 | 7.16 | f 10.10 | 10.43 | 70 | | 55.8 | | BARNESTON | 34.5 | | No. Office | P | 11.00 | f 6.37 | 8.30 | 3.20 | 10.43 | 7.16 |
| 1.30 | 3.37 | 1.45 | 7.23 | f 10.17 | 10.53 | 70 | | 59.7 | | TRUDE | 30.6 | | No. Office | P | 10.53 | f 6.29 | 8.23 | 3.00 | 10.17 | 6.46 |
| | | | | f 10.22 | | | 10 | 62.3 | | LANDSBURG | 28.0 | | No. Office | P | | f 6.22 | | | | |
| 1.55 | 3.58 | 2.10 | 7.32 | f 10.26 | 11.04 | 70 | 18 | 64.6 | | NOBLE | 25. | | No. Office | P | 10.43 | f 6.17 | 8.13 | 2.35 | 9.55 | 44 6.22 16.10 |
| A 2.20AM | A 4.15PM | A 2.30PM | A 7.40PM | As 10.35AM | A 11.15AM | 85 | 14 | 68.1 | | MAPLE VALLEY | 22.2 | MV | | WJ | L 10.35AM | Lf 6.10PM | L 8.05PM | L 2.20AM | L 9.20AM | L 5.50PM |
| | | | | | | | | 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 | | | | | | | | | |
| A 5.00AM | A 5.45PM | A 3.45PM | | | | | | 86.9 | ..... | ARGO N. P. & O-W. R. & N. Crossing | 3.4 | | | | | | L 12.25AM | L 7.15AM | L 4.15PM | |
| | | | A 8.45PM | A 11.40AM | A 12.20PM | | | 90.3 | | SEATTLE | 0.0 | OW FC | | | L 9.45AM | L 5.20PM | L 7.00PM | | | |
| 8.45 | 7.35 | 8.45 | 3.35 | 1.40 | 3.50 | | | | | Schedule Time | | | | 3.35 | 1.25 | 4.5 | 8.35 | 9.35 | 8.45 | |
| 9.9 | 11.6 | 9.9 | 25.2 | 23. | 23.5 | | | | | Average Speed Per Hour | | | | 25.2 | 27.8 | 22.1 | 10.1 | 9. | 9.9 | |

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 Train 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 | | Time Table No. 2 In effect Oct. 13, 1918 | STATIONS | Distance from Tacoma | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | FIRST CLASS | | | | SECOND CLASS | | |
|---------------------------|-------------------|--------------|------------------------|-------------|-----------|------------------------|----------------|-----------------------------|-----------------------|---|----------|----------------------|------------------|---------------------------|------------------------------------|-------------|------------------------|---------------------------|--------------|-------------------|----------|----|
| 691 | 93 | 63 | 563 | 15 | 117 | 569 | Passing Trucks | Other Sidings | Distance from Seattle | | | | | | | 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. Time Freight | 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 | 3.4 ARGO N. P. O.-W. R. & N. Crossing | 35.4 | | | | | | | | | | | |
| | | | | | | | | | 5.3 | 1.9 VAN ASSELT | 33.5 | | | | | | | | | | | |
| L 7.15PM | L 2.00PM | L 3.15AM | L 11.35PM | L 9.23PM | Lf 1.05PM | L 10.25AM | | Yard | 9.6 | 4.3 BLACK RIVER Northern Pacific Crossing | 29.2 | BI | | YWRIKJ | A 5.50AM | A 9.08AM | Af 6.18PM | A 10.30PM | A 6.25AM | A 12.12AM | A 1.00PM | |
| 7.34 | 2.30 | 3.33 | 11.47 | 9.34 | f 1.17 | 10.37 | 68 | 86 | 16.4 | 6.8 KENT | 22.4 | K | 6.00PM to 8.00AM | | 5.38 | 8.57 | f 6.06 | 10.16 | 6.07 | 11.47 | 12.15PM | |
| 7.50 | 2.57 | 3.51 | 11.58 | 9.42 | f 1.26 | 10.48 | E73 W85 | 75 | 21.5 | 5.1 AUBURN | 17.3 | BR | | | 5.27 | 8.47 | f 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 | 4.6 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 | f 1.39 | 11.03 | 35 | 50 | 28.6 | 2.5 SUMNER | 10.2 | UX | 6.00PM to 8.00AM | W | 5.15 | 8.35 | f 5.46 | 9.54 | 5.35 | 10.43 | 10.25 | |
| 8.30 | 4.00 | 4.22 | 12.18 | 10.00 | f 1.44 | 11.07 | 79 | 32 | 30.4 | 1.8 NORTH PUYALLUP | 8.4 | PX | 6.00PM to 8.00AM | | 5.11 | 8.31 | f 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 | 5.5 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 | 1.1 RESERVATION | 1.8 | | | | | | | | | | | |
| | | | | A 10.25PM | A 2.10PM | | | | 38.9 | 1.8 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 | 28.4 | | | | 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 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.

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

Between Tacoma Jct. and Union Depot, Tacoma, O. W. R. & N. and N. P. time tables and rules govern.

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. 2 In Effect Oct. 13, 1918 | Distance from Enumclaw | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | THIRD CLASS |
|---------------------------------|-----------------------------|---------------|---|------------------------|-----------------|-------------------------|------------------------------------|---------------------------------|
| | Passing Trucks | Other Sidings | | | | | | |
| 495 | | | | | | | | 496 |
| Mixed | | | | | | | | Mixed |
| Tuesdays, Thursdays & Saturdays | | | | | | | | Tuesdays, Thursdays & Saturdays |
| STATIONS | | | | | | | | |
| L 6.30AM | 17 | | 0.0 | | | No Office | R J | A 12.10PM |
| " 6.55 | 37 | 13 | 2.3 | | | No Office | W.1 Mi. E | " 11.55 |
| " 7.20 | 19 | | 7. | | | No Office | | " 11.10 |
| " 7.30 | 15 | 46 | 8.4 | | | No Office | | " 11.00 |
| " 7.40 | | 7 | 10.1 | | | No Office | | " 10.45 |
| " 7.50 | | 6 | 12.4 | | | No Office | | " 10.30 |
| " 8.00 | | | 15.3 | | | No Office | Y J | " 10.15 |
| As 8.10AM | 28 | 55 | 17.8 | | CW | 6.00PM to 8.00AM | W R | L 10.00AM |
| 1.40 | | | | | | | | 2.10 |
| 10.6 | | | | | | | | 8.2 |

| THIRD CLASS | FIRST CLASS | | Capacity of Sidings in Cars | | Time Table No. 2 In effect Oct. 13, 1918 | Distance from Delta | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | FIRST CLASS | | THIRD CLASS |
|-------------------|-------------|------------|-----------------------------|---------------|---|---------------------|-----------------|-------------------------|------------------------------------|-------------|-----|-------------------|
| | Way Freight | Passenger | Passing Truck | Other Sidings | | | | | | 216 | 298 | |
| 297 | | 215 | | | | | | | | | | 298 |
| Daily Except Mon. | | Daily | | | | | | | | Daily | | Daily Except Sun. |
| STATIONS | | | | | | | | | | | | |
| L 7.00AM | | L 7.10PM | | | 0.0 | | MY | | @OYZ WRB | As 9.55AM | | A 1.50PM |
| 7.30 | | f 7.26 | | | 5.8 | | | No Office | K | f 9.36 | | 1.20 |
| 8.00 | | " 7.32 | 25 | 9 | 7.9 | | BE | 5.30PM to 7.30AM | WY | " 9.31 | | 1.10 |
| 8.40 | | " 7.41 | 35 | | 11.4 | | Q | 6.00PM to 8.00AM | | " 9.23 | | 12.50 |
| 9.20 | | f 7.45 | 20 | | 12.4 | | | No Office | | f 9.20 | | 12.20PM |
| 9.45 | | " 7.57 | 11 | | 17.0 | | | No Office | | " 9.08 | | 11.55 |
| 10.05 | | " 8.11 | 35 | 12 | 22.3 | | J | 6.00PM to 8.00AM | W | " 8.54 | | 11.30 |
| 10.15 | | " 8.20 | 32 | 30 | 25.5 | | | No Office | | " 8.46 | | 11.10 |
| 10.35 | | " 8.35 | 30 | 75 | 31.0 | | VA | 5.45PM to 7.45AM | | " 8.32 | | 10.35 |
| 11.00 | | f 8.50 | 11 | 120 | 37.1 | | | No Office | | f 8.16 | | 9.55 |
| 11.30 | | " 9.00 | 29 | 130 | 40.8 | | MO | 9.00PM to 7.30AM | WYK | " 8.06 | | 9.35 |
| | | | | | 41.4 | | | No Office | | | | |
| 12.01PM | | f 9.06 | 15 | 7 | 42.7 | | | No Office | K | f 8.00 | | 8.45 |
| 12.30 | | " 9.20 | 40 | 30 | 47.8 | | HO | 5.15PM to 7.15AM | | " 7.47 | | 8.20 |
| 12.50 | | f 9.26 | | 75 | 50.0 | | | No Office | | " 7.42 | | 8.05 |
| | | | | | 52.9 | | | No Office | | | | |
| 1.00 | | 9.35 | | Yard | 53.3 | | | No Office | | 7.34 | | 7.55 |
| A 1.10PM | | As 9.40PM | | | 54.3 | | | | RBK | L 7.30AM | | L 7.40AM |
| A 1.20PM | | | | Yard | 55.6 | | | | @OBTWRZ | | | L 7.30AM |
| 6.20 | | 2.30 | | | | | | | | 2.25 | | 6.20 |
| 8.8 | | 21.7 | | | | | | | | 22.4 | | 8.8 |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 495 IS SUPERIOR TO No. 496.

Wye switches at Enumclaw Jct. must be left set for the track of the White River Lumber Company. Trains need not obtain Clearance at Bagley Jct.

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.

WESTWARD

BETWEEN SALSICH JCT. AND HOQUIAM—SUBDIVISION

EASTWARD

| THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | Capacity of Sidings in Cars | | Time Table No. 2 | | | | FIRST CLASS | | THIRD CLASS | | | | | | |
|-------------|--|--|-------------------|-------------------|-------------|-----------|-----------------------------|---------------|-------------------------|----------|------------------|-----|-------------|-----------|-------------|-------------------|-------------------|--|--|--|--|
| | | | 193 | 161 | | 117 | | | In effect Oct. 13, 1918 | | | | 118 | | 194 | 162 | | | | | |
| | | | Way Freight | Time Freight | | Passenger | Passing Trucks | Other Sidings | Distance from Tucuman | STATIONS | | | | Passenger | | Way Freight | Time Freight | | | | |
| | | | Daily Except Sun. | Daily Except Sat. | | Daily | | | | | | | | Daily | | Daily Except Sun. | Daily Except Sun. | | | | |
| | | | L 8.00AM | L 11.30PM | | Lf 2.50PM | 90 | 11.3 | 97.9 | SJ | | YR | As 4.30PM | | A 3.30PM | A 12.55AM | | | | | |
| | | | 8.20 | 11.44 | | f 2.58 | 12 | 15.0 | 93.5 | | No Office | | f 4.22 | | 3.20 | 12.25 | | | | | |
| | | | 8.40 | 12.01AM | | f 3.07 | 48 | 19.0 | 89.5 | | No Office | | f 4.13 | | 3.07 | 12.01AM | | | | | |
| | | | | | | | | 22.7 | 85.8 | | No Office | | | | | | | | | | |
| | | | 9.30 | 12.40 | | a 3.23 | 41 | 50 | 81.3 | MC | 5.15PM to 7.15AM | Y | a 3.55 | | 2.25 | 11.25 | | | | | |
| | | | 10.10 | 1.10 | | a 3.41 | 42 | | 73.9 | RN | 6.00PM to 8.00AM | | a 3.41 | | 1.40 | 10.55 | | | | | |
| | | | 10.50 | 1.40 | | f 3.57 | 39 | | 66.1 | | No Office | | a 3.22 | | 1.05 | 10.30 | | | | | |
| | | | A 11.30AM | 2.05 | | a 4.12 | 36 | 60 | 59.2 | MT | 6.00PM to 8.00AM | RYJ | a 3.07 | | L 12.30PM | 10.10 | | | | | |
| | | | | 2.15 | | f 4.24 | 26 | 20 | 56.0 | | No Office | | f 2.53 | | | 9.55 | | | | | |
| | | | | 2.35 | | a 4.36 | | 7 | 59.1 | | No Office | | f 2.39 | | | 9.35 | | | | | |
| | | | | A 2.43AM | | As 4.40PM | | | 60.0 | | No Office | K | Ls 2.35PM | | | L 9.30PM | | | | | |
| | | | | | | | | | 61.5 | | | R | | | | | | | | | |
| | | | | | | | | | 66.1 | | | | | | | | | | | | |
| | | | | | | | | | 70.0 | | | | | | | | | | | | |
| | | | | | | | | | 74.3 | | | | | | | | | | | | |
| | | | | | | | | | 76.6 | | | | | | | | | | | | |
| | | | | | | | | | 78.7 | | | | | | | | | | | | |
| | | | | | | | | | 80.3 | | | | | | | | | | | | |
| | | | | | | | | | 84.1 | | | | | | | | | | | | |
| | | | | | | | | | 90.3 | | | | | | | | | | | | |
| | | | | | | | | | 91.8 | | | | | | | | | | | | |
| | | | | | | | | | 94.7 | | | | | | | | | | | | |
| | | | | | | | | | 97.8 | | | | | | | | | | | | |
| | | | | | | | | | 100.9 | | | | | | | | | | | | |
| | | | | | | | | | 102.1 | | | | | | | | | | | | |
| | | | | | | | | | 104. | | | | | | | | | | | | |
| | | | | | | | | | 105. | | | | | | | | | | | | |
| | | | | A 6.00AM | | A 6.50PM | | | 108.5 | | | | L 12.30PM | | | L 6.00PM | | | | | |
| | | | 3.30 | 6.30 | | 4. | | | | | | | 4. | | 3.00 | 6.55 | | | | | |
| | | | 10.9 | 14.5 | | 24.4 | | | | | | | 24.4 | | 12.9 | 13.6 | | | | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT NO. 193 IS SUPERIOR TO NO. 194

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Time Table and Rules govern. Between Aberdeen & Hoquiam N. P. Time Table and Rules govern. Junction switch at Helsing Junction must be left set for O.-W. R. & N. tracks leading to Centralia.

Trains Nos. 193 and 194 only, will register at Maytown. Train 118 will stop at Hubbard Spur 2 miles west of Loveland on Saturday nights and 117 on Sunday nights to handle passengers.

WESTWARD

TACOMA EASTERN RAILROAD — BETWEEN TACOMA AND MORTON SUBDIVISION

EASTWARD

| THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | Capacity of Sidings in Cars | | Time Table No. 2 | | | | FIRST CLASS | | THIRD CLASS | | | | | | | |
|-------------------|-------------------|-------------------|--------------|-------------------|----------------|---------------|-----------------------------|--|-------------------------|-------------------|-------------------|----------------------|------------------|-------------------------|------------------------------------|-------------------|-----------|--------------|-------------|-------------|--|--|
| 91 | 193 | 161 | 117 | 3 | | | | | In effect Oct. 13, 1918 | | | | 4 | 118 | 162 | 92 | 194 | | | | | |
| Way Freight | Way Freight | Time Freight | Passenger | Passenger | Passing Tracks | Other Sidings | Distance from 25th Street | STATIONS | | | | Distance from Morton | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | Passenger | Passenger | Time Freight | Way Freight | Way Freight | | |
| Daily Except Sun. | Daily Except Sun. | Daily Except Sat. | Daily | Daily Except Sun. | | | | Passenger | Passenger | Daily Except Mon. | Daily Except Sun. | | | | | Daily Except Sun. | | | | | | |
| | | | L 2.20PM | L 3.00PM | | | | TACOMA (Union Depot) | 68.1 | WR | | | A 11.15AM | A 5.05PM | | | | | | | | |
| | | | L 2.22PM | L 3.02PM | | | | N. P. JUNCTION | 67.7 | | No Office | | A 11.10PM | A 5.00PM | | | | | | | | |
| L 9.05AM | L 6.55AM | L 10.30PM | Via Low Line | Via Low Line | | | 0.0 | 25th STREET | 67.2 | TC | | ⊗RB | Via Low Line | Via Low Line | A 2.00AM | A 3.00PM | A 4.35PM | | | | | |
| 9.10 | 7.00 | 10.35 | 2.24 | 3.04 | | | .3 | 30th STREET | 66.9 | | No Office | | 11.08 | 4.58 | 1.55 | 2.55 | 4.30 | | | | | |
| 9.40 | 7.20 | 10.59 | f 2.33 | s 3.15 | 16 | 25 | 3.1 | BISMARCK | 64.1 | B | 6.00PM to 8.00AM | Z | 10.55 | f 4.48 | 1.30 | 2.33 | 4.10 | | | | | |
| | | | f 2.37 | f 3.19 | | | 30 | MIDLAND | 61.7 | | No Office | | f 10.49 | f 4.42 | | | | | | | | |
| 10.00 | 7.35 | 11.12 | f 2.40 | f 3.22 | 52 | | 6.9 | ALLISON | 60.3 | | No Office | | f 10.45 | f 4.38 | 1.10 | 1.45 | 3.45 | | | | | |
| 10.37 | A 7.55AM | A 11.30PM | Af 2.50PM | s 3.31 | 40 | 90 | 11.3 | SALSICH JCT. | 55.9 | SJ | | YR W 1/2 ME | 10.37 | Lf 4.30PM | L 12.55AM | 1.25 | L 3.30PM | | | | | |
| 10.50 | | | | f 3.35 | 32 | | 12.7 | BERKELEY | 54.5 | | No Office | | f 10.32 | | | 1.10 | | | | | | |
| 10.58 | | | | s 3.40 | | | 60 | HARDING Wheeler Reese Lbr. Co. Crossing | 52.2 | | No Office | | 10.27 | | | 12.45 | | | | | | |
| 11.05 | | | | s 3.43 | | | 9 | GRAHAM | 51.2 | | No Office | | 10.24 | | | 12.30 | | | | | | |
| 11.15 | | | | f 3.48 | | | 20 | THRIFT | 49.8 | | No Office | | f 10.20 | | | 12.25PM | | | | | | |
| 11.55 | | | | f 3.57 | | | 21.0 | TANWAX JCT. | 46.2 | W | 6.00PM to 8.00AM | Y | 10.13 | | | 11.55 | | | | | | |
| 12.30PM | | | | s 4.06 | 21 | 75 | 23.0 | KAPOWSIN | 44.2 | K | 6.00PM to 8.00AM | WO | 10.08 | | | 11.30 | | | | | | |
| 1.00 | | | | s 4.20 | | | 8 | CLAY CITY | 38.9 | | No Office | | s 9.55 | | | 10.50 | | | | | | |
| 1.45 | | | | s 4.35 | 21 | 30 | 32.6 | EATONVILLE | 34.6 | V | 6.00PM to 8.00AM | W | s 9.45 | | | 10.30 | | | | | | |
| 2.15 | | | | s 4.44 | 19 | | 36.6 | LA GRANDE | 30.6 | | No Office | | s 9.35 | | | 10.11 | | | | | | |
| 3.00 | | | | s 4.59 | 32 | 40 | 41.2 | ALDER | 26.0 | AD | 6.00PM to 8.00AM | | s 9.19 | | | 9.41 | | | | | | |
| 3.20 | | | | f 5.06 | 48 | | 43.3 | RELIANCE | 23.9 | | No Office | | f 9.14 | | | 9.33 | | | | | | |
| 3.32 | | | | f 5.13 | 25 | 15 | 46.2 | WILLIAMSON | 21. | | No Office | | f 9.06 | | | 9.21 | | | | | | |
| 3.52 | | | | s 5.20 | 24 | 30 | 47.2 | ELBE | 20.0 | HI | 6.00PM to 8.00AM | W | s 9.02 | | | 9.15 | | | | | | |
| 4.30 | | | | s 5.28 s 6.16 | | | 49.6 | PARK JCT. | 17.6 | | No Office | RYJ | s 8.55 s 8.05 | | | 9.02 | | | | | | |
| A 5.05PM | | | | s 6.34 | 35 | 40 | 53.7 | MINERAL | 13.5 | D | 10.30PM to 6.00AM | WORB | s 7.54 | | | L 8.40AM | | | | | | |
| | | | | f 6.38 | | | 54.4 | EAST CREEK JCT. | 12.8 | | No Office | Y | f 7.46 | | | | | | | | | |
| | | | | f 6.55 | | | 59.6 | COWLITZ JCT. | 7.6 | | No Office | | f 7.28 | | | | | | | | | |
| | | | | f 7.12 | | | 50 | EAST FORKS | 3.3 | | No Office | W 1 Mi E | f 7.13 | | | | | | | | | |
| | | | | f 7.18 | | | 15 | LINDBERG | 2.4 | | No Office | | f 7.09 | | | | | | | | | |
| | | | | A 7.30 PM | | | 67.2 | MORTON | 0.0 | MO | 6.00PM to 8.00AM | YR | L 7.00 AM | | | | | | | | | |
| 8.00 | .55 | .55 | .30 | 4.30 | | | | Schedule Time | | | | | 4.15 | .35 | 1.5 | 6.20 | 1.05 | | | | | |
| 6.7 | 12.3 | 12.3 | 24.0 | 15.1 | | | | Average Speed Per Hour | | | | | 16. | 23.3 | 10. | 10.6 | 10.0 | | | | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track in use between Tacoma Jct. and Tide Flats.
 Between N. P. Jct. and Union Depot at Tacoma, N. P. time table and rules govern.
 Trains running into Tacoma Union Depot will register on Tacoma Eastern Register at that depot. This register to show arrival and departure at N. P. Junction.
 Trains running via 25th Street will register at 25th Street in Dispatcher's office.
 No. 3 and 4 will stop at Holz, 2 miles east Clay City, on flag.
 The movement of all freight trains, transfer trains and yard engines between Tacoma Junction and east end of coach yard at "L" Street will be governed by Automatic Block Signals.
 Trains and yard engines moving from Tide Flats yard to 25th Street station, must stop trains east of Automatic Block 111-1 which is located just east of Tacoma Junction telegraph office and be governed by indication of this signal.

Trains, or engines, on the double track between Tacoma Junction and the Tide Flats will use the **RIGHT HAND** track moving in either direction.
 All trains, or engines, will have the right to move on the properly assigned track without trains orders, or clearance card.
 No trains, or engines, will exceed a speed of eight (8) miles per hour and the movement must be made under complete control at all times, so as to enable the engineman to stop within his vision at any point within these limits, expecting to find track occupied or cross-over and reverse movements being made.
 No movement by any train, or engine, is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency.

WESTWARD TACOMA EASTERN---BETWEEN PARK JCT. AND ASHFORD SUBDIVISION EASTWARD

| FIRST CLASS | | Capacity of Sidings in Cars | Time Table No. 2 | | | | FIRST CLASS | | | | |
|-------------------|-------------------|-----------------------------|-------------------------|--------------------------|------------------------|------------------------|-----------------|-------------------------|------------------------------------|-------------------|-------------------|
| 3 | 5 | | In effect Oct. 13, 1918 | | | | 4 | 6 | | | |
| Passenger | Passenger | Passing Tracks | Other Sidings | Distances from Park Jct. | STATIONS | Distances from Ashford | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 7 | Passenger | Passenger |
| Daily Except Sun. | Daily Except Sun. | | | | | | | | | Daily Except Sun. | Daily Except Sun. |
| L 5.28PM | L 8.05AM | | | 0.0 | PARK JCT. | 5.5 | | No Office | YR | As 8.55PM | As 6.16PM |
| f 5.38 | f 8.18 | | 15 | 3.5 | NATIONAL | 2.0 | | No Office | | f 8.45 | f 6.01 |
| f 5.42 | f 8.23 | | 25 | 4.5 | CAMP 17 | 1.0 | | No Office | | f 8.40 | f 5.56 |
| As 5.48PM | As 8.30AM | | 16 | 5.5 | ASHFORD | 0.0 | F | 6.00PM to 8.00AM | R | L 8.35AM | L 5.51PM |
| .20 | .25 | | | | Schedule Time | | | | | .20 | .25 |
| .16 | 13.2 | | | | Average Speed Per Hour | | | | | 17. | 13.2 |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Except No. 5 is superior to No. 4 and No. 3 is superior to No. 6. Trains need not get Clearance card at Park Jct.

All trains must obtain Clearance Card Form A or A1 before leaving initial 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
- W—Water
- C—Coal
- O—Oil
- R—Register
- T—Turntable
- Y—Wye
- P—Dispatchers Telephone
- I—Interlocked
- K—Connection with a Foreign Road
- B—Bulletin Boards
- J—Junction
- Z—Track Scales
- ☞—Refreshments

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

| SUNDAY HOURS | | SUNDAY HOURS | |
|---------------|-----------------------------|------------------|---------------------|
| 25th Street | Continuous 8.30am to 9.30am | Elbe | 5.00pm to 6.00pm |
| Bismarck | 3.00pm to 6.00pm | Mineral | Closed |
| Salsich Jet. | Continuous | Morton | Closed |
| Tanwax Jet. | Closed | Ashford | Closed |
| Kapowain | Closed | McKenna | 3.15pm to 4.15pm |
| Eatonville | Closed | Rainier | 3.15pm to 4.15pm |
| Alder | Closed | Maytown | 2.30pm to 4.30pm |
| Cle Elum | Continuous | Tacoma Jct. | Continuous |
| Easton | " | North Bend | 7.30 am to 9.30 am |
| Hyak | " | Snoqualmie Falls | 8.00 am to 10. am |
| Rockdale | " | Caranation | 8.00 am to 10 am |
| Garcia | " | Duval | 7.45 am to 10.45 am |
| Cedar Falls | " | Munroe | 7.30 am to 8.30 am |
| Maple Valley | " | | 11.00 am to 1.00 pm |
| Black River | " | | 8.00 pm to 9.00 pm |
| Kent | 10.30 am to 1.30 pm | Everett, N. P. | Continuous |
| Auburn | Continuous | Delta | Continuous |
| Sumner | 10.45 am to 1.45 pm | Enumclaw | Closed |
| Nor. Puyallup | 10.45 am to 1.45 pm | | |

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.

SPEED RESTRICTIONS

Between Bismarck and Tacoma, Eastward passenger trains will not exceed fifteen (15) miles an hour, and freight trains will not exceed twelve (12) miles an hour. Passenger and freight trains will not exceed ten (10) miles an hour between LaGrande and 3½ miles west. Trains approaching street crossing at Midland reduce speed to ten (10) miles an hour, 400 feet before reaching the crossing, and sound railway crossing whistle. Passenger trains will not exceed 35 miles per hour and on maximum grade between Tacoma and two miles west will not exceed schedule time. Freight trains will not exceed 20 miles per hour and when hauling logs will not exceed 15 miles per hour. This line or Foreign lines. Reduce speed to 6 miles per hour over Nisqually bridge and to 8 miles per hour over Mineral Creek bridge between Mineral and Park Junction. Reduce speed to 6 miles per hour over trestles at slides between Eatonville and two miles west. All trains will run carefully on Ashford line and particularly when making back-up movements. Reduce speed to 8 miles per hour over culvert 171 just east Cowlitz Jet. Culvert 159, one mile east Cowlitz Jet. and Culvert 149 one-fourth mile east of Divide. K-1 engines will slow to ten (10) miles an hour over Howe truss bridge 39-C between South Montesano and Fullers. Freight trains will not exceed fifteen (15) miles an hour, and passenger trains will not exceed twenty-five (25) miles an hour from Mumby to three (3) miles west of Mumby.

On descending or ascending mountain grades, passenger trains must not exceed twenty-five (25) miles per hour. Where track 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) mile per hour; whe. equipped with rigid trucks will not exceed twenty-five (25) miles an hour. Passenger trains will not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour through tunnels. 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 no exceed 15 miles an hour over Tokul Creek Bridge F. F. 842, West Tokul. On grades between Cedar Falls and Tanner and between Selleck and Bagley Junction, passenger trains must not exceed twenty-five 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 judgement of the conductor and engineman 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. No train or engine will exceed eight (8) miles an hour between Tacoma Junction and Tide Flats yard. 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. 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 ruling by Interstate Commerce Commission. "In long distance movenemts, and in handling of cuts of cars over main line tracks where opposition to regular schedule trains may require emergency stops, switching, or transfer, trains must have the percentage of air required by law, which is 85 per cent." All trains moving between Tacoma Junction and Bismarck must comply with these instructions. Also trains between Everett station and Belt Yard and also when using main line at any time in Seattle terminals. Yardmaster will personally know that this rule is being enforced.

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON 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 enginemen 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 enginemen an opportunity to recharge and retain maximum air pressure at all times, conductors, will confer with enginemen 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

SPECIAL INSTRUCTIONS

ar. Conductors must notify engineman 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, engineman 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 engineman 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 engineman will notice by the air gauge that train pipe is empty and occasionally move the handle of engineman'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 engineman.

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 engineman'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 engineman, 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 engineman to recharge the train before starting.

TONNAGE RATING

| EASTWARD OUT OF | K | L | N | K & N | L & N | 2 N |
|------------------|------|------|------|-------|-------|------|
| Seattle..... | 1000 | 1600 | 2250 | | | |
| Cedar Falls..... | 500 | 700 | 1200 | 1400 | 1800 | 2200 |
| WESTWARD 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. |

Yard limit boards are located as follows:

| | |
|---|--|
| West Cle Elum | East and West River View |
| East and West Easton | East and West Bismarck |
| East and West Cedar Falls | East and West Salsich Jct. |
| East Maple Valley | East and West Tanwax Jct. |
| East and West Kent | East and West Kapowsin |
| East and West Auburn | East and West Eatonville |
| East and West Sumner | East and West Elbe |
| East Tacoma Jct. | East and West Camp 17 |
| East and West Snoqualmie Falls | East and West Mineral, Including East Creek Jct. |
| East and West Stillwater | East Morton |
| East and West Monroe | East and West McKenna |
| East and West Snohomish | East and West Rainier |
| East and West High Rock | East and West Maytown |
| Yard Limits extend from Yard Limit Board West of Rockdale to Staff Signal. | |
| Yard Limits extend from Yard Limit Board East Belt Yard to End of Riverside Line. | |

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.

Dr. R. C. Schaeffer and Assistants Tacoma
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. Wm. B. McCreery Tacoma
Office: 1124 Fidelity Bldg. Hours, 2 to 5:30 p. m. Main 7620. Always reachable through residence, Main 5264.

Dr. W. H. Holmes Tacoma
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, Tacoma.

Drs. Van Pelt & Wheeler, Oculists, Tacoma, Office, Fidelity Bldg. Main 41.

Dr. F. J. Shadd, Selleck.

Dr. A. H. Winkel, Kittitas.

Dr. C. C. Hills, Local Surgeon, So. Tacoma.

Dr. F. G. Ulman, Enumclaw.

Dr. W. L. Ludlow, Kapowsin

Dr. R. C. Morse, Puyallup.

Dr. W. W. Cheney, Fall City.

Dr. A. W. Bridge, Eatonville.

Dr. C. E. Judd, Sumner.

Dr. W. W. Goodrich, Monroe.

Dr. F. P. Pratt, Mineral.

Dr. B. E. Hoye, Auburn.

Dr. E. A. Stafford, Snohomish.

Dr. Harry Feagles, Morton.

Dr. C. B. Hoffman, Kent.

Dr. F. R. Hedges, Everett.

Dr. G. E. Chamberlain, Aberdeen.

Dr. Adolph Bronson, Renton.

Dr. F. W. McKnight, Cle Elum.

Dr. A. J. McIntyre, Hoquiam.

ASSOCIATION HOSPITALS

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, 25th St., McKenna, Ashford and Mineral.

COMMERCIAL TRACKS

Cle Elum- Seattle 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 200 ft. | 0.3 miles west of Bandera. |
| Kent Lumber Co.....Mill 1130 ft. | 1.1 miles east of Bagley Jct. |

Everett Line

| | |
|--|-------------------------------|
| N. Bend Lumber 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 Carnation. |
| Stuart.....Industry 570 ft. | .8 miles west of Stillwater. |
| Riverview.....Log dump 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. |
| Naco.....Coal 600 ft. | 0.8 miles west of Cumberland. |
| Viezic.....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 of Benroy. |
| Thomas.....Industry 300 ft. | 1.7 miles east of Kent. |
| O'Brien.....Industry 300 ft. | 2.3 miles east of Kent. |
| Orillia.....Industry 300 ft. | 2.5 miles west of Black River. |
| Holstein.....Industry 491 ft. | 1.2 miles west of Black River. |

Grays Harbor Line

| | |
|-----------------------------|-------------------------------|
| Cuyler.....Logs | 0.5 miles east of Loveland. |
| Haskins.....Industry | 1.0 mile west of Loveland. |
| Hubbard.....Logs | 1.8 miles east of Greendale. |
| Betchard.....Mill | 0.7 miles east of Roy. |
| Arkley.....Mill | 3.0 miles east of Ranier. |
| Johnson Creek.....Mill | 0.9 miles east of Ranier. |
| Gregory.....Mill | 2.8 miles east of Offut Lake. |
| Patske Spur.....Logs | 2.8 miles east of Offut Lake. |
| Des Chutes.....Mill | 0.5 miles west of Gregory. |
| Churchill.....Logs | 1.0 miles west of Offut Lake. |
| Beaver Creek.....Mill | 2.0 miles east of Maytown. |
| Nulty.....Logs | 1.5 miles west of Maytown. |
| Carl Nelson.....Logs | 1.1 miles east of Mumby. |
| Little Rock.....Logs | 1.1 miles west of Mumby. |
| Bordeaux.....Mill | at Mumby. |
| Ninemire & Morgan.....Mill | at Helsing Jct. |
| Nat. Lb. & Mfg. Co.....Logs | at Cedarville. |

Tacoma Eastern

| | |
|------------------------------|--|
| Harrison Bros.....Gravel | 1.0 miles west of Tacoma. |
| Harvard.....Mill | 1.3 miles west of Bismarck. |
| Judith.....Mill | 0.3 miles east of Harding. |
| Camp 24.....Logs | 1.0 mile west of Thrift. |
| Morgan Lake.....Logs | 1.5 miles east of Tanwax Jct. |
| Electron.....Industry | 0.3 miles west of Kopowsin. |
| Lynch Creek.....Gravel | 1.4 miles east of Eatonville. |
| Wheeler-Reese.....Logs | 1 mile east of Eatonville. |
| Epler.....Mill | at Eatonville. |
| Fairview.....Industry | 1.7 miles west of Eatonville. |
| Nisqually S. M. Co.....Mills | 1.2 miles east of Alder. |
| Camp 25.....Logs | 0.8 miles west of Park Jct. |
| Selle.....Logs | 1.3 miles west of Park Jct. |
| Ladd.....Mine | Off Wye at East Creek Jct. |
| Lockhart.....Mill | 1.5 from East Creek Jct. on Ladd mine track. |
| Carlson.....Mill | 1.3 miles west of East Creek Jct. |
| Divide.....Coal | 4.0 miles west of East Creek Jct. |
| Lundeen.....Logs | 0.7 miles east of West Forks. |
| Inland.....Logs | 5.0 miles east of Morton. |
| West Forks.....Logs | 1.0 miles east of East Forks. |

E. G. FOWLER,
K. N. ELDRIDGE,
W. A. ALLEN,
H. E. PETERSON,
S. C. WHITTEMORE,
J. N. MITCHELL,
Train Dispatchers.

D. W. BOH,
Train Dispatcher Enumclaw and Enumclaw Jct.
G. H. HILL,
Chief Dispatcher.

J. S. ECCLES,
Assistant Trainmaster.

W. S. JOHNSON,
H. L. WILTROUT,
Trainmasters.