

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD

COAST DIVISION

TIME TABLE No. 5

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

PACIFIC OR 120th MERIDIAN TIME

MONDAY, SEPTEMBER 1, 1919

SUPERSEDING TIME TABLE NO. 4, COAST DIVISION AND TACOMA EASTERN R. R. and No. 7 P. S. & W. H. Ry.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. C. DOW,
Superintendent.

J. L. BROWN,
Assistant Superintendent of Transportation

W. B. FOSTER,
General Superintendent.

G. L. WHIPPLE,
Superintendent of Transportation

H. B. EARLING,
General Manager.

SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 5				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS			SECOND CLASS		
63	263	91	15	43	17			In effect Sept. 1, 1919								16	44	18	64	92	74
Time Freight	Time Freight	Way Freight	Passenger	Passenger	Passenger	Passing Tracks	Other Sidings	STATIONS				Passenger	Passenger	Passenger	Time Freight	Way Freight	Time Freight				
Daily	Daily	Daily Except Mon.	Daily	Daily	Daily			Passenger	Passenger	Passenger	Daily							Daily	Daily	Daily	Daily Except Sun.
L 8.00PM	L 6.00PM	L 7.00AM	L 5.25PM		L 8.30AM		Yard	0.0	CLE ELUM	89.8	CM		WCORBT	As 1.20PM		As 11.05PM	A 9.10AM	A 4.45PM	A 10.00PM		
8.30	6.30	7.30	5.40		8.44	70	28	7.5	LAVENDER	82.3		No. Office	P	1.03		10.48	8.44	4.00	9.15		
8.47	6.45	7.50	5.48		r 8.54	65	30	11.6	EASTON	78.2	EA	12.01AM to 8.00AM	YK	12.55		r 10.38	7.50	3.40	8.47		
9.20	7.25	8.40	6.04		9.10	70	15	20.1	WHITTIER	69.7		11.00PM to 7.00AM	P W5ME	12.38		10.18	7.05	3.00	7.25		
			6.16		r 9.21			24.1	KEECHELUS	65.7		No Office	P W	12.29		r 10.07					
9.57	8.05	17 9.21 9.44	6.28		r 9.34	E75 W80	24	29.0	HYAK	60.8	HY			12.20		r 9.57	6.30	2.25	6.53		
10.15	8.25	9.59	6.38		9.44	E85 W75	60	31.6	ROCKDALE	58.2	KD		WTI	12.12PM		9.48	6.15	2.10	6.38		
10.45	9.30	10.30	6.51		r 9.57	70	10	36.7	BANDERA	53.1		11.00PM to 7.00AM	P	11.57		r 9.30	5.40	1.30	6.05		
11.15	10.00	10.55	7.04		r 10.10	70	22	42.0	GARCIA	47.8	GC	10.30PM to 6.30AM	W	11.43		9.11	5.05	1.00	5.30		
11.45	10.30	11.29	7.15		10.23	70	16	47.6	RAGNAR	42.2		11.00PM to 7.00AM	P	11.29		8.52	4.25	12.35	4.50		
12.15AM	11.00	92 11.50 1.00PM	7.25	L 10.00AM	10.35	E80 W70	Yard	50.8	CEDAR FALLS	39.0	MY		WORBY@JZ	11.20	As 7.05PM	8.42	4.00	16 12.15PM 91 11.00	4.30		
								51.8	BAGLEY JCT.	35.0		No Office	JP								
12.50	11.25	1.25	7.33	r 10.10	10.43	70		55.6	BARNESTON	34.2		No Office	P	11.00	r 6.52	8.26	3.20	10.43	4.00		
1.20	11.40	1.45	7.40	r 10.17	10.53	70		59.5	TRUDE	30.3		No Office	P	10.53	r 6.44	8.18	3.00	10.17	3.35		
				r 10.22			10	62.1	LANDSBURG	27.7		No Office	P		r 6.37						
1.55	12.05AM	2.10	7.49	r 10.26	11.04	70	18	64.4	NOBLE	25.4		No Office	P	10.43	r 6.32	8.07	2.35	9.40	3.05		
A 2.20AM	A 12.25AM	A 2.30PM	A 7.58PM	As 10.35AM	A 11.15AM	85	14	67.8	MAPLE VALLEY	22.0	MV		WJR	L 10.35AM	Lf 6.25PM	L 7.58PM	L 2.20AM	L 9.20AM	L 2.45PM		
								71.6	CEDAR MOUNTAIN	18.2											
								73.1	INDIAN	16.7											
								74.6	ELLIOTT	15.2											
								75.9	MAPLEWOOD FARM	13.9											
								78.0	Northern Pacific Crossing RENTON	11.8	RN										
								80.4	BLACK RIVER O-W R & N R.R. Crossing	9.4	BI										
								84.7	VAN ASSELT	5.1											
								86.6	ARGO N. P. & O-W. R. & N. Crossing	3.2											
		A 3.45PM																			
A 5.00AM	A 2.00AM		A 8.45PM	A 11.30AM	A 12.20PM			89.8	SEATTLE	0.0	OW FC			L 9.45AM	L 5.25PM	L 7.00PM	L 12.10AM	L 7.00AM	L 1.00PM		
9.	8.	8.45	3.20	1.40	3.50				Schedule Time					3.35	1.50	4.5	9.	9.45	9.		
10.	11.2	9.9	27.	23.	23.5				Average Speed Per Hour					25.2	21.5	22.1	10.	9.4	10.		

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 Cedar Falls and Maple Valley. See Rules 221-B, 311, 362 and 505-B.
 Manual Block System in effect between Rockdale and Cedar Falls and between Hyak and Cle Elum. Train Order Signals will also be used as Block Signal. See Rule 221B and 311. Block Signal Rule 319A applies at Cedar Falls and Cle Elum.
 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.

4 WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

THIRD CLASS	Capacity of Sidings in Cars		Distance from Bagley Jct.	Time Table No. 5				Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	THIRD CLASS
	395	Mixed		Daily Except Sun.	STATIONS							
L 6.30AM	17		0.0	BAGLEY JCT.	17.5	No Office	R J	A 12.10PM				
s 6.55	37	13	2.2	^{2.2} SELLECK Northern Pac. Ry. Crossing	15.3	No Office	W 1 Mi. E	s 11.55				
s 7.20	19		7.1	^{4.9} PALMER Northern Pac. Ry. Crossing	10.4	No Office		s 11.10				
s 7.30	15	46	8.4	^{1.3} BAYNE	9.1	No Office		s 11.00				
s 7.40		7	10.2	^{1.8} CUMBERLAND Northern Pac. Ry. Crossing	7.3	No Office		s 10.45				
s 7.50		6	13.3	^{3.1} VEAZIE	4.2	No Office		s 10.30				
s 8.00			15.5	^{2.2} ENUMCLAW JCT.	2.0	No Office	Y J	s 10.15				
As 8.10AM	28	55	17.5	^{2.0} ENUMCLAW	0.0	CW	6.00PM to 8.00AM	WR	L 10.00AM			
1.40				Schedule Time				2.10				
10.6				Average Speed Per Hour				8.2				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT No. 395 IS SUPERIOR TO No. 396.

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.

WESTWARD

BETWEEN CEDAR FALLS AND DELTA—SUBDIVISION

EASTWARD

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars		Distance from Cedar Falls	Time Table No. 5				Distance from Delta	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS	THIRD CLASS	
291	295	215	Passing Track	Other Sidings		STATIONS								216	296	292
Way Freight	Mixed	Passenger												Passenger	Mixed	Way Freight
Daily Except Mon.	Daily Except Sun.	Daily												Daily	Daily Except Sun.	Daily Except Sun.
L 7.00AM	L 2.00PM	L 7.25PM			0.0	CEDAR FALLS	56.6	MY					ROYZ WRB	As 9.55AM	A 5.30AM	A 1.50PM
f 7.30	f 2.25	f 7.40			5.9	^{5.9} TANNER Northern Pac. Ry. Crossing	50.7		No Office	K				f 9.36	f 5.05	f 1.20
f 8.00	A 2.30PM	s 7.45	25	9	8.0	^{2.1} NORTH BEND	48.6	BE	11.00PM to 7.00AM	WYR			s 9.31	L 5.00AM	f 1.10	
f 8.40		s 7.53	35		11.2	^{3.2} SNOQUALMIE FALLS	45.4	Q	5.00PM to 8.00AM				s 9.23		f 12.50	
f 9.20		f 7.57	20		12.4	^{1.2} TOKUL	44.2		No Office				f 9.20		f 12.20PM	
f 9.45		s 8.07	11		17.0	^{4.6} FALL CITY	39.6		No Office				s 9.08		f 11.55	
f 10.05		s 8.20	35	12	22.4	^{5.4} CARNATION	34.2	J	5.00PM to 8.00AM	W			s 8.54		f 11.30	
f 10.15		s 8.28	32	30	25.7	^{3.3} STILLWATER	30.9		No Office				s 8.46		f 11.10	
f 10.35		s 8.42	30	75	31.1	^{5.4} DUVAL	25.5	VA	5.00PM to 8.00AM				s 8.32		f 10.35	
f 11.00		f 8.57	11	120	36.7	^{5.6} HIGH ROCK	19.9		No Office				f 8.16		f 9.55	
f 11.30		s 9.07	29	130	40.9	^{4.2} MONROE	15.7	MO	10.00PM to 7.30AM	WYK			s 8.06		f 9.35	
					41.5	^{0.6} G. N. RY. CROSSING	15.1		No Office							
f 12.01PM		f 9.12	15	7	42.7	^{1.2} WOODRUFF Three Lakes Log Co's. Crossing	13.9		No Office	K				8.00		f 8.45
f 12.30		s 9.25	40	30	47.9	^{5.2} SNOHOMISH	8.7	HO	4.30PM to 7.30AM				s 7.47		f 8.20	
f 12.50		f 9.30		75	50.1	^{2.2} RIVERVIEW	6.5		No Office				s 7.42		f 8.05	
					53.0	^{2.9} N. P. RY. CROSSING	3.6		No Office							
f 1.00		9.40		Yard	53.3	^{0.3} BELT YARD	3.3		No Office					7.34		f 7.55
A 1.10PM		As 9.45PM			54.9	^{1.6} EVERETT (N. P. Depot)	1.7						RBK	L 7.30AM		L 7.40AM
A 1.20PM				Yard	56.6	^{1.7} DELTA	0.0						OBTRWZ			L 7.30AM
6.20	.30	2.20				Schedule Time								2.25	.30	6.20
8.8	16.0	23.2				Average Speed Per Hour								22.4	16.0	8.8

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 291 and 292 will carry passengers.

First class trains will stop at Edgewick, Novelty, Swanstrail and Homeacres 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.

THIRD CLASS			SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 5				FIRST CLASS		THIRD CLASS						
191	193	161	117	31	Passenger	Passenger	Passing Tracks	Other Sidings	Distance from Tacoma	In effect Sept. 1, 1919		Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	32	118	162	192	194
Way Freight Daily Except Sun.	Way Freight Daily Except Sun.	Time Freight Daily Except Sat.	Passenger Daily	Passenger Daily						Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
STATIONS																				
					L 2.20PM	L 8.40AM				TACOMA (Union Depot)	67.5	WR				A 6.15PM	A 5.05PM			
					L 2.22PM	8.42AM			0.3	N. P. JUNCTION	67.2		No Office			A 6.10PM	A 5.00PM			
									0.2	25th STREET	67.0	TC		⊗RB	Via Low Line	Via Low Line	A 2.00AM	A 3.00PM	A 1.05PM	
	L 9.05AM	L 8.00AM	L 10.30PM	Via Low Line	Via Low Line		40	0.5	0.1	30th STREET	66.6		No Office			6.08	4.58	1.55	2.55	1.00
	9.10	8.05	10.35		r 2.24	r 8.44			2.5	HILLSDALE	64.1	B	6.00PM to 8.00AM		* 5.55	r 4.48	1.30	2.33	12.40	
	9.40	8.30	10.59		r 2.37	r 8.59	16	65	3.4	MIDLAND	61.7		No Office		r 5.49	r 4.42				
					r 2.40	r 9.02	52		7.2	ALLISON	60.3		No Office		r 5.45	r 4.38	1.10	1.45	12.15PM	
	10.00	8.45	11.12		Af 2.50PM	* 9.11	40	90	11.5	SALSICH JCT.	56.0	SJ		YR W 1/2 ME	* 5.37	Lf 4.30PM	L 12.55AM	1.25	L 11.50AM	
	10.37	A 9.00AM	A 11.30PM			* 9.15	32		13.1	BERKELEY	54.4		No Office		r 5.32			1.10		
	10.50					* 9.20		60	15.3	HARDING Wheeler Reese Lbr. Co. Crossing	52.2		No Office		* 5.27			12.45		
	10.58					* 9.23		9	16.2	GRAHAM	51.3		No Office		* 5.24			12.30		
	11.05					r 9.28		20	17.1	THRIFT	49.8		No Office		r 5.20			12.25PM		
	11.15					r 9.37			21.4	TANWAX JCT.	46.1	W	5.15PM to 8.00AM	Y	* 5.13			11.55		
	11.55					* 9.46	21	75	23.3	KAPOWSIN	44.2	K	5.15PM to 8.00AM	WO	* 5.08			11.30		
	12.30PM					* 10.00		8	28.6	CLAY CITY	38.9		No Office		* 4.55			10.50		
	1.00					* 10.15	21	30	32.9	EATONVILLE	34.6	V	5.00PM to 8.00AM	W	* 4.45			10.15		
	1.45					* 10.24	19		36.9	LA GRANDE	30.6		No Office		* 4.35			9.55		
	2.15					* 10.39	32	40	41.5	ALDER	26.0	AD	5.00PM to 8.00AM		* 4.19			9.31		
	3.00					r 10.46	48		43.6	RELIANCE	23.9		No Office		r 4.14			9.23		
	3.20					r 10.53	25	15	46.5	WILLIAMSON	21.		No Office		r 4.06			9.11		
	3.32					* 11.00	24	30	47.5	ELBE	20.0	II	5.00PM to 8.00AM	W	* 4.02			9.05		
	4.02					* 11.08			49.9	PARK JCT.	17.6		No Office	RYJ	* 3.55			8.52		
	4.30					* 11.36				MINERAL	13.5	D	10.00PM to 6.30AM	WORB	* 2.54			L 8.30AM		
	A 5.05PM					r 12.18	35	40	51.0	EAST CREEK JCT.	12.8		No Office	Y	r 2.46					
						r 12.35		7	59.9	COWLITZ JCT.	7.6		No Office		r 2.28					
						r 12.52		50	64.1	EAST FORKS	3.4		No Office	W 1 Mi E	r 2.13					
						r 12.58		15	65.1	LINDBERG	2.4		No Office		r 2.09					
						A 1.10PM	25	67.5	2.1	MORTON	0.0	MO	5.00PM to 8.00AM	YR	L 2.00PM					
	8.00	1.00	.55	.30	4.30					Schedule Time					4.15	.35	1.5	6.50	1.15	
	6.7	11.0	12.3	24.0	17.6					Average Speed Per Hour					18.6	23.3	10.	10.3	8.6	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT NO. 31 IS SUPERIOR TO NO. 32.

Double track in use between Tacoma Jet. and Tide Flats.

Between N. P. Jet. and Union Depot at Tacoma, N. P. time table and rules govern.

Trains running into Tacoma Union Depot will register on C. M. & St. P. 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.

First class trains will stop on flag at Camp 24, 1 mile west Thrift; Carlson, 1.3 miles west East Creek Jet.; West Fork, 1 mile east of East Forks; Collins, .1 mile west of Allison.

THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars	Distance from Salsich Jct.	Time Table No. 5				Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS		THIRD CLASS		
193				161	117				In effect Sept. 1, 1919	STATIONS	Distance from Hoquiam	Telegraph Calls			118		194	196	162
Way Freight				Time Freight	Passenger		Passing Tracks	Other Sidings	SALSICH JCT.	SJ	YR	Passenger		Way Freight		Way Freight			
Daily Except Sun.				Daily Except Sat.	Daily							ROY	ROY	ROY	ROY	ROY	ROY	ROY	ROY
L 9.00AM	L 11.30PM		Lf 2.50PM			90	0.0	SALSICH JCT.	97.1			As 4.30PM		A 11.50AM		A 12.55AM			
9.20	11.38		f 2.58			12	3.5	LOVELAND	93.6	No Office		f 4.22		11.30		12.25AM			
9.40	11.55		f 3.07		48		8.1	GREENDALE	89.0	No Office	W	f 4.13		11.10		11.55			
			3.13				11.7	ROY	85.4	No Office		4.04							
10.30	12.15AM		# 3.23		41	50	15.8	McKENNA	81.3	MC	5.15PM to 7.15AM	# 3.55		10.30		11.25			
11.00	12.40		# 3.41		42		23.5	RAINIER	73.9	RN	5.00PM to 8.00AM	# 3.41		9.45		10.55			
11.50	1.05		f 3.57		39		31.1	OFFUTT LAKE	66.0		No Office	W	# 3.22		9.05		10.30		
12.30PM	1.50		# 4.12		36	60	37.2	MAYTOWN	59.9	MT	5.00PM to 8.00AM	RYJ	# 3.07	L 8.30AM	A 3.40PM	10.10			
12.55	2.01		f 4.24		26	20	41.2	MUMBY	55.9		No Office		f 2.53		3.15	9.55			
1.20	2.20		# 4.36			7	46.6	ROCHESTER N. P. Crossing	50.5	RH	5.00PM to 8.00AM		2.39		2.50	9.35			
A 1.30PM	A 2.43AM		As 4.40PM				48.6	HELISING JCT.	43.5		No Office	K	Is 2.35PM		L 2.40PM	L 9.30PM			
							50.1	INDEPENDENCE	47.0			R							
							54.7	BALCH	42.4										
							58.6	CEDARVILLE	38.5										
							62.9	LANKNER	34.2										
							65.2	RONY	31.9										
							67.3	SAGINAW	29.8										
							68.9	SOUTH ELMA	28.2										
							72.7	FULLER	24.4										
							78.9	SOUTH MONTESANO	18.2										
							80.4	MONTESANO	16.7										
							83.3	MELBOURNE	13.8										
							86.4	PREACHERS SLOUGH	10.7										
							89.5	NORTH RIVER JCT.	7.6										
							90.7	COSMOPOLIS	6.4										
							92.6	SOUTH ABERDEEN	4.5										
							93.6	ABERDEEN	3.5										
	A 6.00AM		A 6.50PM				97.1	HOQUIAM	0.0			L 12.30PM				L 6.00PM			
4.30	6.30		4.					Schedule Time				4.		3.20	1.00	6.55			
10.8	14.5		24.4					Average Speed Per Hour				24.4		11.2	11.4	13.6			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 193 IS SUPERIOR TO No. 196.

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Time Table and Rules govern. Between Aberdeen & Hoquiam N. P. Time Table and Rules govern.

First class trains stop on flag; Betchard's, .7 mile east Roy; Arkley, 3 miles east Rainier; Gregory, 2.8 miles east Offut Lake; Churchill, 1 mile west Offut Lake; Beaver Creek, 2 miles east Maytown. Train Register for Helsing Junction is located at Independence for convenience of Conductors.

WESTWARD BETWEEN PARK JCT. AND ASHFORD—SUBDIVISION EASTWARD

FIRST CLASS		Capacity of Sidings in Cars	Distance from Park Jct.	Time Table No. 5				SYMBOLS See Special Rule Page 7	FIRST CLASS	
33	31			In effect Sept. 1, 1919					34	32
Passenger Daily	Passenger Daily	Passing Tracks	Other Sidings	Distance from Ashford	Telegraph Calls	Office Closed Week Days	Passenger Daily	Passenger Daily		
L 3:05 ^{PM}	L 11:08 ^{AM}			0.0		No Office	As 11:56 ^{AM}	As 3:55 ^{PM}		
f 3:18	f 11:18	15		3.5	NA	No Office	f 11:45	f 3:45		
f 3:23	f 11:22	25		4.5		No Office	f 11:40	f 3:40		
As 3:30 ^{PM}	As 11:28 ^{AM}	16		5.5	F	6:00PM to 8:00AM	L 11:35 ^{AM}	L 3:35 ^{PM}		
.20	.25					Schedule Time	.21	.20		
16.	13.2					Average Speed Per Hour	16.1	16.		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Except No. 31 is superior to No. 34 and No. 33 is superior to No. 32. Trains need not get Clearance card at Park Jet.

Trains of all classes will approach yard limit boards East and West of Camp 17, under control expecting to find Main line occupied. Trains will reduce speed to 6 miles per hour on yard limit boards and will not increase this speed in yard limits unless track is clear.

That part of Rule 19 and D-19 in the Book of Rules and Regulations pertaining to the kind of marker to be displayed is changed to read "By day a green flag or marker lamps not lighted." All trains must obtain Clearance Card Form A or A1 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
- 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

RAILWAY CROSSINGS INTERLOCKED

The home and distant signals used in operating the interlocking plants at Dryad, Chehalis and Blakesley are upper quadrant. At Chehalis and Dryad, the home signals are mechanically operated, two position. At Blakesley the home signals are electrically operated, two position. All distant signals are three position, semi-automatic. N. P. Ry., 1.39 miles East of Centralia. O.W.R.R. & N. 1.38 miles East of Centralia. N. P. Ry. 2.12 miles West of Chehalis. N. P. Ry. .34 miles West of Dryad.

RAILWAY CROSSINGS NOT INTERLOCKED

Maytown Lbr. Co., 2 miles West of Maytown—Gated. Ford's Prairie Coal Co., at Foran—Gated. N. P. spur .56 miles West of Centralia—Gated. N. P. spur .41 miles East of Chehalis, crossing main line and side track—Gated. N. P. spur .41 miles East of Chehalis, crossing main line and side track—Gated. N. P. spur .23 miles East of Chehalis, crossing main line and side track—Gated. At Dryad—Luedinghaus Log Ry.—Gated. N. P. Ry. Mill spur, crosses P. S. & W. H. mill spur. N. P. Ry. Mill spur, crosses P. S. & W. H. mill spur. At Doty—Doty Lbr. Co., N. P. spur—Gated. 3.45 miles West of Doty, Elk Creek & Grays Harbor Ry.—Gated. 4.61 miles West of Doty, Elk Creek & Grays Harbor Ry.—Gated. 4.89 miles West of Doty, Elk Creek & Grays Harbor Ry.—Gated.

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

Cle Elum	Continuous.
Easton	Continuous.
Hyak	Continuous.
Rockdale	Continuous.
Garcia	Continuous.
Cedar Falls	Continuous.
Maple Valley	Continuous.
Black River	Continuous.
Kent	12:30 ^{PM} to 2:30 ^{PM} and 5:00 ^{PM} to 7:00 ^{PM}
Auburn	Continuous.
Summer	1:00 ^{PM} to 6:00 ^{PM}
North Puyallup	12:30 ^{PM} to 2:30 ^{PM} and 5:00 ^{PM} to 7:00 ^{PM}
Tacoma Junction	Continuous.
North Bend	8:00 ^{AM} to 10:00 ^{AM}
Snoqualmie Falls	8:00 ^{AM} to 10:00 ^{AM}
Carnation	8:30 ^{AM} to 10:30 ^{AM}
Duval	8:00 ^{AM} to 10:00 ^{AM}
Monroe	7:30 ^{AM} to 9:30 ^{AM} and 8:00 ^{PM} to 10:00 ^{PM}
Snohomish	7:30 ^{AM} to 9:30 ^{AM}
Ragnar	Closed.
Whittier	7:00 ^{AM} to 11:00 ^{PM}

659
372
115
1146

SUNDAY HOURS

McKenna	3:00 ^{PM} to 5:00 ^{PM}
Rainier	3:00 ^{PM} to 5:00 ^{PM}
Maytown	2:30 ^{PM} to 4:30 ^{PM}
Rochester	Closed.
25th Street	Continuous.
Hillsdale	8:00 ^{AM} to 10:00 ^{AM} and 2:00 ^{PM} to 6:00 ^{PM}
Salsich Junction	8:00 ^{AM} to 6:00 ^{PM}
Tanwax	Closed.
Kapowsin	9:00 ^{AM} to 11:00 ^{AM} and 3:30 ^{PM} to 5:30 ^{PM}
Eastonville	9:30 ^{AM} to 11:30 ^{AM} and 3:00 ^{PM} to 5:00 ^{PM}
Alder	9:30 ^{AM} to 11:30 ^{AM} and 3:00 ^{PM} to 5:00 ^{PM}
Elbo	9:30 ^{AM} to 11:30 ^{AM} and 3:00 ^{PM} to 5:00 ^{PM}
Mineral	7:00 ^{AM} to 9:00 ^{AM} and Noon to 3:00 ^{PM}
Morton	12:30 ^{PM} to 2:30 ^{PM}
Ashford	11:00 ^{AM} to 1:00 ^{PM} and 3:00 ^{PM} to 5:00 ^{PM}
Centralia	2:00 ^{PM} to 5:00 ^{PM}
Chehalis	1:45 ^{PM} to 5:00 ^{PM}
Doty	1:00 ^{PM} to 3:00 ^{PM} and 4:00 ^{PM} to 6:00 ^{PM}
Sutco	12:15 ^{PM} to 2:15 ^{PM} and 4:30 ^{PM} to 6:30 ^{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.

WESTWARD BETWEEN RAYMOND AND MAYTOWN—SUBDIVISION EASTWARD 7

SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	Distance from Maytown	Time Table No. 5				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS		SECOND CLASS
261	217	In effect Sept. 1, 1919				218	262									
Freight Daily Except Sun.	Passenger Daily	Passing Trucks	Other Sidings	Distance from Maytown	STATIONS	Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Passenger Daily	Freight Daily Except Sun.					
L 7:00 ^{AM}	L 4:15 ^{PM}		45	0.0	MAYTOWN Maytown Lbr. Co. Crossing	65.9		6 PM to 8 AM	Ⓢ-W-K-B-J O-R-Y-P	A 2:55 ^{PM}	A 2:10 ^{PM}					
7:25	f 4:30	68		7.3	7.3 ESSEX	58.6		No Office		f 2:39	1:40					
7:40	f 4:37		5	10.7	Ford's Prairie Coal Co. Crossing 3.4 FORAN	55.2		No Office		f 2:32	1:25					
8:25	Ⓢ 4:45	69	50	13.9	3.2 Nor. Pac. R. R. Crossing O. W. R. & N. R. R. Crossing CENTRALIA Nor. Pac. R. R. Crossing	52.0		5 PM to 8 AM	I Z-P	Ⓢ 2:25	1:10					
8:55	Ⓢ 4:55	64	100	17.6	3.7 Nor. Pac. R. R. Crossing 3 Nor. Pac. R. R. Spur Crossings CHEHALIS	48.3		5:30 PM to 8 AM	K-P-W	Ⓢ 2:15	12:30 ^{PM}					
9:07	f 5:04	13		21.6	Nor. Pac. R. R. Crossing 4 JOY	44.3		No Office	I	f 2:03	11:50					
9:15	f 5:09	62		23.8	2.2 WEST ADNA	42.1		No Office		f 1:58	11:35					
9:30	f 5:18		18	27.4	3.6 RUTH	38.5		No Office	P	f 1:50	11:20					
9:40	f 5:25		12	30.7	3.3 HOPDALE	35.2		No Office		f 1:43	11:10					
9:50	f 5:30	16	11	33.2	2.5 MAYS	32.7		No Office		f 1:38	10:55					
10:40	Ⓢ 5:37	58	15	36.3	3.1 Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6		5:45 PM to 8 AM	W-P	Ⓢ 1:31	10:40					
10:55	Ⓢ 5:42	18	10	37.6	Nor. Pac. R. R. Crossing 1.3 Doty Lbr. & Shgl. Co. Spur Crossing DOTY	28.3		6 PM to 8 AM	P	Ⓢ 1:26	10:20					
11:30	f 6:03		25	46.8	3 Doty Lbr. & Shgl. Co. Crossings 9.2 DAVIS	19.1		No Office		f 1:06	9:40					
11:40	f 6:07		25	48.2	1.4 BURT	17.7		No Office		f 1:03	9:30					
11:50	6:09	58		49.1	0.9 BEDFORD	16.8		No Office	W-P	1:01	9:25					
11:59	6:15		13	51.3	2.2 MACPHAIL	14.6		No Office		12:56	9:15					
12:25 ^{PM}	Ⓢ 6:24		48	54.6	3.3 SUTICO	11.3		6:30 PM to 8 AM	P	Ⓢ 12:46	8:55					
12:41	Ⓢ 6:29	31	45	56.2	1.6 FIRDALE	9.7		No Office	W-P	Ⓢ 12:41	8:40					
12:50	f 6:40			59.4	3.2 MOOSE	6.5		No Office		f 12:28	8:25					
1:00	f 6:47	6	18	62.1	2.7 LANDING	3.8		No Office	P	f 12:20	8:15					
1:10	f 6:50			63.1	1.0 WILLAPA	2.8		No Office		f 12:17	8:10					
1:15	f 6:54		55	64.5	1.4 SUNSET DUMP	1.4		No Office	P	f 12:13	8:05					
A 1:25 ^{PM}	A 7:00 ^{PM}	26	130	65.9	1.4 RAYMOND Nor. Pac. R. R. Spur Crossing	0.0		7 PM to 8 AM	Ⓢ-W-K-B R-O-Y	L 12:10 ^{PM}	L 8:00 ^{AM}					
6:25	2:45				Schedule Time					2:45	6:10					
10.3	23.9				Average Speed Per Hour					23.9	10.7					

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Trains cannot meet and pass at Foran, Ruth, Hopdale, Davis, Moose, Willapa or Sunset Dump.

The bridge on spur track at Moose is unsafe.

No. 217-218 stop on flag at Gibbons 3.1 miles West Maytown.

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 car. 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 enginemen'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 Riverview
East and West Easton	East and West Hillsdale
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.	
Yard Limits extend from Yard Limit Board 3000 feet East of Tacoma Jct. to End of Track on 25th St. Line.	
West of Maytown.	East and West Doty.
East and West Centralia.	East and West Sutico.
East and West Chehalis.	East Raymond.
East and West Dryad.	

MILWAUKEE HOSPITAL ASSOCIATION

ASSOCIATION SURGEONS

Dr. Albert I. Bouffleur, Chief Surgeon, Seattle, Wash.	Dr. W. B. Mitchell, Local Surgeon, Sumner, Wash.
Dr. H. Eugene Allen, District Surgeon, Seattle, Wash.	Dr. B. E. Hoye, Local Surgeon, Auburn, Wash.
Dr. H. G. Willard, Local Surgeon, Tacoma, Wash.	Dr. C. B. Hoffman, Local Surgeon, Kent, Wash.
Dr. C. Leaverton, Asst. Surgeon, Tacoma, Wash.	Dr. W. C. Speidel, Local Surgeon, Seattle, Wash.
Dr. Wm. B. McCreery, Local Surgeon, Tacoma, Wash.	Dr. A. Bronson, Local Surgeon, Renton, Wash.
Dr. Chas. R. McCreery, Asst. Surgeon, Tacoma, Wash.	Dr. F. J. Shadd, Local Surgeon, Sellick, Wash.
Dr. A. G. Nace, Asst. Surgeon, So. Tacoma, Wash.	Dr. W. W. Goodrich, Local Surgeon, Monroe, Wash.
Dr. W. L. Ludlow, Local Surgeon, Kapowsin, Wash.	Dr. E. A. Stafford, Local Surgeon, Snohomish, Wash.
Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash.	Dr. F. R. Hedges, Local Surgeon, Everett, Wash.
Dr. F. P. Pratt, Local Surgeon, Mineral, Wash.	Dr. F. W. McKnight, Local Surgeon, Cle Elum, Wash.
Dr. H. Feagles, Local Surgeon, Morton, Wash.	Dr. W. A. Taylor, Local Surgeon, Ellensburg, Wash.
Dr. C. T. Pool, Local Surgeon, Rainier, Wash.	Dr. H. L. Petit, Local Surgeon, Chehalis, Wash.
Dr. J. B. Kinne, Local Surgeon, Aberdeen, Wash.	Dr. J. T. Coleman, Local Surgeon, Chehalis, Wash.
Dr. A. J. McIntyre, Local Surgeon, Hoquiam, Wash.	Dr. E. W. Stevens, Local Surgeon, Doty, Wash.
Dr. D. S. Barry, Local Surgeon, Puyallup, Wash.	Dr. MacLennan, Local Surgeon, Raymond, Wash.

ASSOCIATION HOSPITALS

Providence Hospital, Seattle, Wash.	Providence Hospital, Everett, Wash.	Riverside Hospital, Raymond, Wash.
Lakeside Hospital, Seattle, Wash.	Roslyn Cle Elum Hospital, Cle Elum, Wash.	St. Helen's Hospital, Chehalis, Wash.
St. Joseph's Hospital, Tacoma, Wash.	Ellensburg Hospital, Ellensburg, Wash.	

Stretchers at Cle Elum, Rockdale, Cedar Falls, 25th Street, McKenna, Ashford, Mineral and Black River.

SPEED RESTRICTIONS

Between Hillsdale 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 other lines. 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.

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 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) mile per hour; when 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 not 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 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.

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 and MacPhail to Maytown—Fifteen (15) miles an hour.

Carnation to Everett and Maytown to MacPhail—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 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.

Passenger trains will not exceed 20 miles per hour and Freight trains 15 miles per hour between Firdale and MacPhail.

Passenger trains will not exceed 35 miles per hour and Freight trains 18 miles per hour, between MacPhail and Maytown.

Trains handling Rotary snow plows, Lidgerwoods and Ditchers will not exceed 15 miles per hour on Willapa Harbor branch.

Trains must approach and pass over street crossings at Chehalis and Centralia at a speed not exceeding six miles per hour. When switching over these crossings engine and trainmen must exercise special care in the protection of street traffic.

All trains must be under full control before reaching East switch at Sutico.

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 movements, 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 Hillsdale 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.

"Should a train be held for thirty minutes at a station where there is no telegraph office, the conductor will report to the train dispatcher on the telephone for orders."

COMMERCIAL TRACKS

Cle Elum--Seattle Line

Bruff	U. S. R. S.	3.0 Miles east of Whittier.
Meadow Creek	Logs	2.5 miles west of Whittier.
Kittitas Lbr. Co.	Logs	0.5 miles west of Keechelus.
Carter Creek	Logs	0.3 miles west of Bander.
Kent Lumber Co.	Mill	1.1 miles east of Bagley Jct.
Pacific States	Logs	0.7 miles west of Cedar Falls.

Everett Line

N. Bend Lbr. Co.	Logs	1.3 miles west of Cedar Falls.
N. Bend Lbr. Co.	Lumber	1/4 mile east of Tanner.
Meadow Brook	Industry	1.6 miles west of North Bend.
Horrocks	Industry	2.0 miles east of Carnation.
Carew	Industry	0.5 mile east of Monroe.
Stuart	Industry	0.8 miles west of Stillwater.
Riverview	Log dump	1.9 miles west of Snohomish.
Novelty	Industry	2.4 miles east Duval.
Bird	Stock yard	1.5 miles east of Monroe.

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.
Viezie	Industry	150 ft.	2.8 miles east of Enumclaw Jct.

Tacoma--Seattle Line

Hughes	Industry	500 ft.	1.4 miles west North Puyallup.
Inter County	Industry	327 ft.	0.3 miles east of Benroy.
Thomas	Industry	300 ft.	1.7 miles west of Kent.
O'Brien	Industry	300 ft.	2.3 miles east of Kent.
Orilla	Industry	300 ft.	2.5 miles west of Black River.
Holstein	Industry	491 ft.	1.2 miles west of Black River.

WATCH INSPECTORS

Cle Elum,	J. A. Kaiteman
Tacoma,	Syman Jewelry Co.
Hoquiam,	Fred. Straut
Everett	H. N. Skinner
Seattle,	Max Kuner Co.
Chehalis,	Burnett Bros.
Raymond,	J. A. Diem.

G. H. HILL,
Chief Dispatcher.

M. B. MARTINI,
Chief Dispatcher Willapa Harbor Line.

J. S. ECCLES,
Assistant Trainmaster.

W. T. EMERSON,
Asst. Trainmaster and Traveling Engr.

W. H. WINGATE,
Trainmaster.

W. C. ENNIS,
Asst. Supt.

Grays Harbor Line

Chambers	Logs	2.0 miles east of McKenna.
Haskins	Industry	1.0 mile west of Loveland.
Harrison Bros. No. 2	Wood	2.0 miles west of Loveland.
Hubbard	Logs	1.3 miles east of Greendale.
Betchard	Mill	0.7 miles east of Hoy.
Arkley	Mill	3.0 miles east of Rainier.
Johnson Creek	Mill	0.9 miles east of Rainier.
Gregory	Mill	2.3 miles east of Offat Lake.
Patske Spur	Logs	2.3 miles east of Offat Lake.
Des Chutes	Mill	0.5 miles west of Gregory.
Churchill	Logs	1.0 mile west of Offat Lake.
Beaver Creek	Mill	2.0 miles west of Maytown.
Nulty	Logs	1.5 miles west of Maytown.
Boisclair	Mill	at Mumby.
Ninemire & Morgan	Mill	at Helsing Jct.
Nat. Lbr. & Mfg. Co.	Logs	at Cedarville.

National Park Line

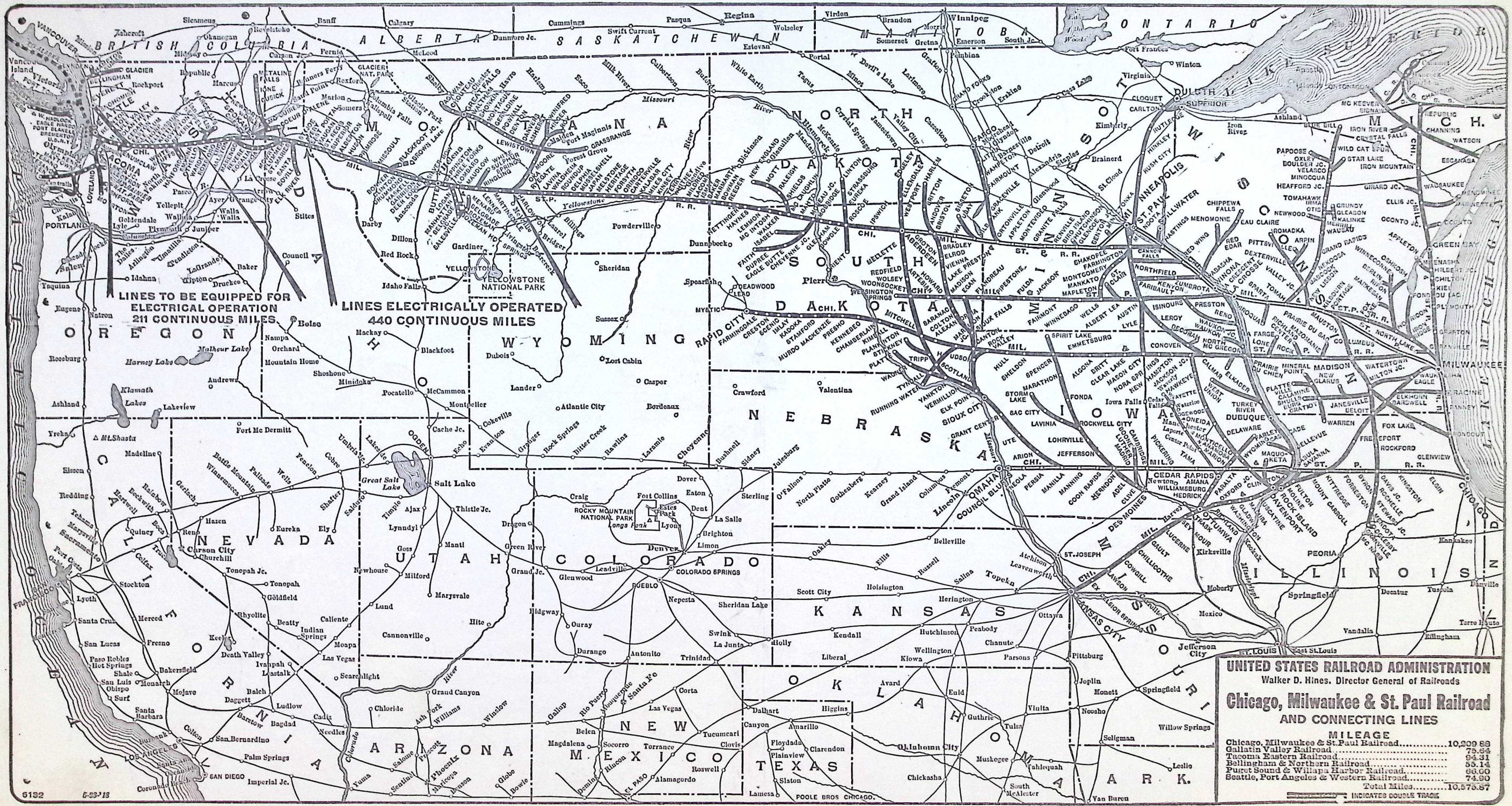
Harrison Bros. No. 1	Gravel	1.0 mile west of Tacoma.
Harvard	Mill	1.3 miles west of Hillsdale.
Kirby	Wood	0.6 mile east of Harding.
Judith	Logs	0.5 mile east of Harding.
Camp 21	Logs	1.0 mile west of Thrift.
Electron	Industry	0.3 mile west of Kappaoin.
Lynch Creek	Gravel	1.4 miles east of Eatonville.
Wheeler-Reese	Logs	1.0 mile east of Eatonville.
Fairview	Industry	1.7 miles west of Eatonville.
Selle	Logs	1.3 miles west of Park Jct.
Ladd	Mine	Off Wye at East Creek Jct.
Miller & Wilson	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.
Camp 16	Logs	6.3 mile west of East Creek Jct.
Lundeen	Logs	0.7 mile east of West Forks.
Inland	Logs	5.0 miles east of Morton.
West Forks	Logs	1.0 mile east of East Forks.
Lake Creek	Mill	0.5 mile east of Morton.

Willapa Harbor Line

Gibbons	Mill	3.1 miles west of Maytown.
Tebb	Mill	2.5 miles east of Centralia.
Marx	Logs	0.4 mile east of Firdale.
Sparr	Logs	1.0 mile west of Essex.

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

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



LINE TO BE EQUIPPED FOR ELECTRICAL OPERATION
211 CONTINUOUS MILES

LINE ELECTRICALLY OPERATED
440 CONTINUOUS MILES

UNITED STATES RAILROAD ADMINISTRATION
 Walker D. Hines, Director General of Railroads
Chicago, Milwaukee & St. Paul Railroad
AND CONNECTING LINES

MILEAGE

Chicago, Milwaukee & St. Paul Railroad.....	10,209.63
Gallatin Valley Railroad.....	75.64
Tucoma Eastern Railroad.....	94.31
Bellingham & Northern Railroad.....	55.14
Puget Sound & Willapa Harbor Railroad.....	93.00
Seattle, Port Angeles & Western Railroad.....	74.90
Total Miles.....	10,573.67

INDICATES DOUBLE TRACK