

# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

## COAST DIVISION

# TIME TABLE No. 6

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

PACIFIC OR 120th MERIDIAN TIME

# SATURDAY, MAY 1, 1920

SUPERSEDING COAST DIVISION TIME TABLE NO. 5, AND OTHELLO-CLE ELUM SUB-DIVISION, COLUMBIA DIVISION TIME TABLE NO. 2

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. C. DOW,  
Superintendent.

J. L. BROWN,  
Assistant Superintendent of Transportation

E. H. BARRETT,  
Asst. to General Manager.

G. L. WHIPPLE,  
Superintendent of Transportation

M. NICHOLSON,  
General Manager.



SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 6 In Effect May 1, 1920				FIRST CLASS		SECOND CLASS			
315	95	63	263	15	17	Passing Tracks	Other Sidings	Distance from Othello	STATIONS	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	16	18	64	96	74	316
Mixed	Way Freight	Time Freight	Time Freight	Passenger	Passenger									Passenger	Passenger	Time Freight	Way Freight	Time Freight	Mixed
Mon., Wed., Fri.	Tues., Thurs., Sat.	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Mon., Wed., Fri.	Daily	Tue., Thurs., Sat.
L 11.30AM		L 8.00AM	L 1.00AM	L 1.40PM	L 4.30AM		Yard	0.0	OTHELLO	98.7	SO		@TORWC	A 4.45PM	A 2.35AM	A 7.00PM		A 7.30AM	A 6.30PM
f 11.50		8.25	1.30	1.47	4.38	70	10	5.5	ANSON	93.2		No Office	P	4.35	2.22	6.20		6.50	f 6.05
f 12.05PM		8.40	1.40	1.52	f 4.45	70	10	9.2	TAUNTON	89.5		No Office	P	4.28	f 2.15	6.05		6.30	f 5.50
s 12.30		9.05	2.05	2.00	s 4.57	70	20	14.9	CORFU	83.8	CF		W	4.18	f 2.05	5.40		5.55	s 5.30
f 1.05		9.45	2.45	2.13	f 5.12	70	15	21.6	SMYRNA	74.1		No Office	P	4.02	f 1.45	5.05		5.12	f 4.50
f 1.40		10.10	3.15	2.22	5.22	70	20	31.1	JERICHO	67.6		No Office	P	3.53	f 1.35	4.40		4.45	f 4.25
L 2.15	L 6.15AM	10.40	3.45	s 2.35	s 5.32	70	90	37.8	BEVERLY	60.9	BV		@OYBWC	s 3.44	s 1.25	3.15 4.10	A 1.00PM	4.15	s 4.00
A 4.20PM								38.8	BEVERLY JCT.	59.9		No Office	J						L 2.00PM
	6.25	10.55	4.00	2.43	5.42	70	10	40.6	COHASSETT	58.1		No Office	P	3.33	1.14	4.00	12.30	4.00	
	7.00	11.20	4.25	2.53	f 5.53	42		44.1	DORIS	51.6		No Office	P	3.24	f 1.06	3.45	12.15PM	3.35	
	7.35	11.45	4.50	3.12	f 6.11	70	6	49.6	RYE	49.1	RY		W	3.12	f 12.54	3.20	11.45	3.10	
	8.05	12.10PM	5.10	3.26	6.24	70	7	52.9	CHEVIOT	45.8		No Office	P	3.03	12.44	2.35	11.05	2.45	
	8.30	12.50	5.30	3.38	s 6.36	70	21	56.6	BOYLSTON	42.1	BX		W	2.56	s 12.37	2.10	10.40	2.25	
	8.50	1.30	5.50	3.50	6.50	70	10	62.1	RENSLOW	36.6		No Office	P	2.40	12.21	1.30	10.10	1.55	
	s 9.45	1.50	6.10	f 4.00	s 7.05	70	90	67.1	KITTITAS	31.6	KY		@BYWO	f 2.30	s 12.10AM	1.00	s 9.45	1.30	
	s 10.15	2.15	6.30	s 4.12	s 7.20	70	50	73.5	ELLENSBURG	25.2	NB	6.00PM to 8.00AM		s 2.15	s 11.55	12.20PM	s 9.10	1.00	
	f 10.55	2.40	7.00	4.24	f 7.38	70	20	80.4	THORP	18.3	RP	12 Noon to 1.00PM 4.15PM to 7.15AM		2.02	f 11.40	11.55	f 8.35	12.35	
	f 11.30	3.15	7.38 8.20	4.43	f 7.58	70	5	88.8	HORLICK	9.9		No Office	PW	1.47	f 11.25	11.30	f 7.58	12.01AM	
	A 12.15PM	A 4.00PM	A 9.00AM	A 5.05PM	A 8.20AM		Yard	98.7	CLE ELUM	0.0	CM		@TOWCRB	L 1.30PM	L 11.08PM	L 11.00AM	L 7.00AM	L 11.30PM	
4.50	6.0	8.0	8.0	3.25	3.50				Schedule Time					3.15	3.27	8.00	6.00	3.01	4.30
8.0	10.1	12.3	12.3	28.9	26.2				Average Speed per Hour					30.3	28.7	12.3	10.1	12.3	9.12

**SPECIAL RULES**

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

Automatic Block System is in use between Othello and Cle Elum. See Rules 221B, 311, 362 and 505B.

The following automatic block signals are placed on left hand side of track as seen from approaching train:

Signal 186-2, Eastward between Horlick and Thorp.

Signal 103-6, Eastward just west of Othello station.

On mountain grade at meeting points made by special order the ascending train will take siding, unless otherwise specified in the order.

When passenger trains meet at Beverly, west bound train will head in at cross over, about 500 feet east of depot, but will not head in until helper engine is cut off east bound train and has backed through cross over to east leg of Wye.

When passenger trains meet at Ellensburg and the west bound train finds automatic signal at East Switch at danger, they will proceed with train under absolute control to the cross over switch and take siding at west end of passing track.

Nos. 95 and 96 will carry passengers except to and from stations between Beverly and Kittitas, and will stop at all stations Cle Elum to Kittitas on flag.

Nos. 315 and 316 will lose all rights and class between Beverly and Beverly Jct. when 30 minutes or more late.



SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 6				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS		
63	263	91	15	43	17			In effect May 1, 1920								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	Tues., Thurs. and Sat.	Daily	Daily	Daily			Trains	Stations	Trains	Stations				Trains	Stations	Daily	Mon., Wed. and Fri.	Daily		
L 9.00 <sup>74</sup>	L 6.00 <sup>PM</sup>	L 7.00 <sup>AM</sup>	L 5.15 <sup>PM</sup>		L 8.30 <sup>AM</sup>		0.0	CLE ELUM	89.8	CM		WCORTB	A 1.20 <sup>PM</sup>	A 10.58 <sup>PM</sup>	A 8.10 <sup>AM</sup>	A 3.00 <sup>PM</sup>	A 9.00 <sup>PM</sup>				
9.25	6.30	7.35 <sup>61</sup>	5.29		8.44	70	28	LAVENDER	82.3		No. Office	P	1.03	10.40	7.35 <sup>91</sup>	2.30	8.20				
9.40	6.45	7.50	5.36		8.53	65	30	EASTON	78.2	EA	11.00 <sup>PM</sup> to 7.00 <sup>AM</sup>	YK	12.55	10.31	7.20	2.15	8.05				
10.11 <sup>18</sup>	7.25 <sup>74</sup>	8.20	5.51		9.08	70	15	WHITTIER	69.7		No Office	P W5ME	12.37	10.11 <sup>63</sup>	6.45	1.40	7.25 <sup>263</sup>				
			6.01		9.18			KEECHELUS	65.7		No Office	P W	12.26	10.02							
10.45	8.05	8.50	6.13		9.30	E75 W80	24	HYAK	60.8	HY			12.17	9.53	6.10	1.05	6.40				
11.00	8.25	9.05	6.23 <sup>74</sup>		9.40	E85 W75	60	ROCKDALE	58.2	KD		WTI	12.07 <sup>PM</sup>	9.43	5.55	12.50	6.23 <sup>15</sup>				
11.25	9.25 <sup>18</sup>	9.30	6.37		9.54	70	10	BANDERA	53.1		No Office	P	11.52	9.25 <sup>263</sup>	5.30	12.25 <sup>PM</sup>	5.50				
11.50	10.00	10.54 <sup>17</sup> 10.22	6.52		10.08	70	22	GARCIA	47.8	GC	1.20 <sup>AM</sup> to 8.00 <sup>AM</sup>	W	11.38 <sup>92</sup>	9.06	5.05	11.52 <sup>16</sup> 11.24	5.25				
12.15 <sup>AM</sup>	10.30	10.50	7.07		10.22	70	16	RAGNAR	42.2		No Office	P	11.24	8.47	4.30	10.50	4.50				
1.00	11.00	11.10 <sup>16</sup> 11.50	7.18 <sup>44</sup>		10.35 <sup>92</sup>	E80 W70	50.8	CEDAR FALLS	39.0	MY		WORYB@JZ	11.15 <sup>91</sup>	7.05 <sup>15</sup>	8.37	4.15 3.30	10.35 <sup>17</sup> 10.00 <sup>13</sup>	4.35			
							51.8	BAGLEY JCT.	35.0		No Office	JP									
1.20	11.25	12.10 <sup>PM</sup>	7.27		10.10	70		BARNESTON	34.2		No Office	P	11.00	6.52	8.21	3.10	9.35	3.35			
1.35	11.40	12.25	7.35		10.17	70		TRUDE	30.3		No Office	P	10.53 <sup>17</sup>	6.44	8.13	2.55	9.20	3.20			
					10.22		10	LANDSBURG	27.7		No Office	P		6.37							
2.00	12.05 <sup>AM</sup>	12.50	7.43		10.26	70	18	NOBLE	25.4		No Office	P	10.43	6.32	8.02	2.35	9.00	3.00			
A 2.20 <sup>64</sup>	A 12.25 <sup>AM</sup>	A 1.05 <sup>PM</sup>	A 7.53 <sup>18</sup>		10.35 <sup>16</sup>		85	MAPLE VALLEY	22.0	MV		WJR	10.35 <sup>43</sup>	6.25 <sup>PM</sup>	7.53 <sup>15</sup>	2.20 <sup>63</sup>	8.45 <sup>AM</sup>	2.45 <sup>PM</sup>			
							71.6	CEDAR MOUNTAIN	18.2												
							73.1	INDIAN	16.7												
							74.6	ELLIOTT	15.2												
							75.9	MAPLEWOOD FARM	13.9												
							78.0	RENTON	11.8	RN											
							80.4	BLACK RIVER	9.4	BI											
							81.7	VAN ASSELT	5.1												
							86.6	ARGO	3.2												
A 5.00 <sup>AM</sup>	A 2.00 <sup>AM</sup>	A 3.00 <sup>PM</sup>	A 8.45 <sup>PM</sup>		A 11.30 <sup>AM</sup>		89.8	SEATTLE	0.0	OW FC			L 9.45 <sup>AM</sup>	L 5.25 <sup>PM</sup>	L 7.00 <sup>PM</sup>	L 12.10 <sup>AM</sup>	L 7.00 <sup>AM</sup>	L 1.00 <sup>PM</sup>			
8.	8.	8.	3.30		1.40			Schedule Time					3.35	1.50	3.58	8.	8.	8.			
11.2	11.2	11.2	26.9		23.			Average Speed Per Hour					25.2	21.5	22.4	11.2	11.2	11.2			

**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 Cle Elum and Maple Valley. See Rules 221-B, 311, 362 and 505-B.  
 The following automatic block signals are placed on left hand side of track as seen from the approaching train. Eastbound, two-unit, interlocksd home signal at Black River Junction (N. P. Crossing).  
 Signal 48-0, Eastbound, between Ragnar and Garcia.  
 Signal 45-6, Eastbound, at East headblock, Garcia.  
 Signal 43-7, Westbound, between Garcia and Bandera.  
 Signal 36-0, Eastbound, at West headblock, Rockdale.  
 Signal 35-6, on bracket post at West end of double track, Rockdale.  
 Signal 25-4, Eastbound, between Hyak and Whittier.  
 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. 17 and 18 will stop on signal at Meadow Creek, 2.5 miles west of Whittier.  
 Nos. 16 and 18 stop at Renton for passengers.  
 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 BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD**

**WESTWARD BETWEEN CEDAR FALLS AND EVERETT—SUBDIVISION EASTWARD 5**

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 6				THIRD CLASS
395				In Effect May 1, 1920				396
Mixed	Passing Tracks	Other Sidings	Distance from Bagley Jct.	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Mixed
Daily Except Sun.								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
f 7.20	19		7.1	.....4.9 PALMER..... Northern Pac. Ry. Crossing	10.4	No Office		f 11.10
f 7.30	15	46	8.4	.....1.3 BAYNE.....	9.1	No Office		f 11.00
f 7.40		7	10.2	.....1.8 CUMBERLAND..... Northern Pac. Ry. Crossing	7.3	No Office		f 10.45
f 7.50		6	13.3	.....3.1 VEAZIE.....	4.2	No Office		f 10.30
f 8.00			15.5	.....2.2 ENUMCLAW JCT.....	2.0	No Office	Y J	f 10.15
As 8.10AM	28	55	17.5	.....2.0 ENUMCLAW.....	0.0	CW	WR	L 10.00AM
1.40				Schedule Time				2.10
10.6				Average Speed Per Hour				8.2

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 6				FIRST CLASS	THIRD CLASS	
291		215			In effect May 1, 1920				216	292	
Way Freight	Passenger	Passenger	Passing Tracks	Other Sidings	Distance from Cedar Falls	Distance from Delta	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Passenger	Way Freight
Daily Except Mon.	Daily	Daily								Daily	Daily Except Sun.
STATIONS											
L 7.00AM	L 7.25PM				0.0	.....CEDAR FALLS.....	51.2	MY	GOYZ WRB	As 9.55AM	A 1.50PM
f 7.30	f 7.40				5.9	.....5.9 TANNER..... Northern Pac. Ry. Crossing	48.3	No Office	K	f 9.36	f 1.20
f 8.00	s 7.45	25	9	8.0	.....2.1 NORTH BEND.....	46.2	BE	5.0(PM to 8.00AM)	WYR	s 9.31	f 1.10
f 8.40	s 7.53	35		11.2	.....3.2 SNOQUALMIE FALLS.....	43.0	Q	5.00PM to 8.00AM		s 9.23	f 12.50
f 9.20	f 7.57	20		12.3	.....1.1 TOKUL.....	41.9	No Office			f 9.20	f 12.20PM
f 9.45	s 8.07	11		16.9	.....4.6 FALL CITY.....	37.3	No Office			s 9.08	f 11.55
f 10.05	s 8.20	35	12	22.3	.....5.4 CARNATION.....	31.9	J	5.00PM to 8.00AM	W	s 8.54	f 11.30
f 10.15	s 8.28	32	30	25.6	.....3.3 STILLWATER.....	28.6	No Office			s 8.46	f 11.10
f 10.35	s 8.42	30	75	31.0	.....5.4 DUVAL.....	23.2	VA	5.00PM to 8.00AM		s 8.32	f 10.35
f 11.00	f 8.57	11	85	36.6	.....5.6 HIGH ROCK.....	17.6	No Office			f 8.16	f 9.55
f 11.30	s 9.07	29	130	40.8	.....4.2 MONROE.....	13.4	MO	10.00PM to 7.30AM	WYK	s 8.06	f 9.35
				41.4	.....0.6 G. N. RY. CROSSING.....	12.8	No Office				
f 12.01PM	f 9.12	15	7	42.6	.....1.2 WOODRUFF..... Three Lakes Log Co's. Crossing	11.6	No Office		K	f 8.00	f 8.45
f 12.30	s 9.25	40	30	47.7	.....5.1 SNOHOMISH.....	6.5	HO	4.30PM to 7.30AM		s 7.47	f 8.20
f 12.50	f 9.30		75	49.9	.....2.2 RIVERVIEW.....	4.3	No Office			s 7.42	f 8.05
				52.8	.....2.9 N. P. RY. CROSSING.....	1.4	No Office				
f 1.00	9.40		Yard	53.2	.....0.4 BELT YARD.....	1.0	No Office		KZ	7.34	f 7.55
A 1.10PM	As 9.45PM			54.2	.....1.0 EVERETT.....	0.0	RT	11.00PM to 7.00AM	OBOTWRZ	L 7.30AM	L 7.50AM
6.10	2.20				Schedule Time					2.25	6.10
8.4	23.2				Average Speed Per Hour					22.4	8.4

**SPECIAL RULES**

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

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 BET. BEVERLY JCT. AND HANFORD---SUB-DIV. EASTWARD**

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 6				SECOND CLASS
315				In Effect May 1, 1920				316
Mixed	Passing Tracks	Other Sidings	Distance from Beverly Jct.	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Mixed
Mon., Wed., Fri.								Tue., Thur., Sat.
STATIONS								
L 4.20PM			0.0	.....BEVERLY JUNCTION.....	45.2	No Office	P JR	A 2.00PM
s 4.35		6	4.0	.....4.0 LEVERING.....	41.2	No Office		s 1.35
s 5.10		28	14.4	.....10.4 PRIEST RAPIDS.....	30.8	No Office	P W	s 1.00
s 5.37		9	21.3	.....6.9 VERNITA.....	23.9	No Office		s 12.30
s 5.55		5	27.4	.....6.1 HAVEN.....	17.8	No Office		s 12.05PM
s 6.03		12	30.7	.....3.3 ALLARD.....	14.5	No Office		s 11.50
s 6.25	25	75	37.4	.....6.7 WHITE BLUFFS.....	7.8	WB	5.00PM to 6.00PM 7.00PM to 8.00AM	s 11.30
A 6.45PM	10	30	45.2	.....7.8 HANFORD.....	0.0	HN	5.00PM to 6.45PM 7.45PM to 8.00AM	L 11.00AM
2.25				Schedule Time				3.0
18.9				Average Speed per Hour				15.0

**SPECIAL RULES**

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

Trains cannot meet or pass at Levering, Vernita, Haven or Allard.

**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, and Swanstrail 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.



THIRD CLASS					SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 6 In effect May 1, 1920				FIRST CLASS		THIRD CLASS			
191	193	161	117	31						Distance from Tacoma	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rules Page 8	32	118	162	192	194
Way Freight Daily Except Sun.	Way Freight Daily Except Sun.	Time Freight Daily Except Sat.	Passenger Daily	Passenger Daily	Passing Trucks	Other Sidings									Passenger Daily	Passenger Daily	Time Freight Daily Except Mon.	Way Freight Daily Except Mon.	Way Freight Daily Except Mon.
			L 2.25PM	L 8.40AM											A 6.15PM	A 5.05PM			
			L 2.27PM	8.42AM			0.3						No Office		A 6.10PM	A 5.00PM			
L 9.05AM	L 8.00AM	L 10.30PM	Via Low Line	Via Low Line		40	0.5					TC		@RB	Via Low Line	Via Low Line	A 2.00AM	A 3.00PM	A 1.05PM
9.10	8.05	10.35	2.29	8.44			0.9						No Office		6.08	4.58	1.55	2.55	1.00
9.40	8.30	10.59	f 2.37 <sup>192</sup>	s 8.55	16	65	3.4					B	6.00PM to 8.00AM		s 5.55	f 4.48	1.30	2.37 <sup>117</sup>	12.40
			f 2.41	f 8.59		30	5.8						No Office		f 5.49	f 4.42			
10.00	8.45	11.12	2.44	9.02	52		7.2						No Office		5.45	4.38	1.10	1.45	12.15PM
10.37	A 9.00AM	A 11.30PM	Af 2.53PM	s 9.11	40	90	11.5					SJ		YR W 1/2 ME	s 5.37	Lf 4.30PM	L 12.55AM	1.25	L 11.50AM
10.50				f 9.15	32		13.1						No Office		f 5.32			1.10	
10.58				s 9.20		60	15.3						No Office		s 5.27			12.45	
11.05				s 9.23		9	16.2						No Office		s 5.24			12.30	
11.15				f 9.28		20	17.1						No Office		f 5.20			12.25PM	
<sup>192</sup> 11.55				f 9.37			21.4					W	5.15PM to 8.00AM	Y	s 5.13			<sup>191</sup> 11.55	
12.30PM				s 9.46	21	75	23.3					K	5.15PM to 8.00AM	WO	s 5.08			11.30	
1.00				s 10.00		8	28.6						No Office		s 4.55			10.50	
1.45				s 10.15 <sup>192</sup>	21	30	32.9					V	5.00PM to 8.00AM	W	s 4.45			<sup>31</sup> 10.15	
2.15				s 10.24	19		36.9						No Office		s 4.35			9.55	
3.00				s 10.39	32	40	41.5					AD	5.00PM to 8.00AM		s 4.19			9.31	
3.20				f 10.46	48		43.6						No Office		f 4.14			9.23	
3.32				f 10.53	25	15	46.5						No Office		f 4.06			9.11	
<sup>32</sup> 4.02				s 11.00	24	30	47.5					H	5.00PM to 8.00AM	W	s <sup>191</sup> 4.02			9.05	
4.30				s 11.08 s 11.56			49.9						No Office	RYJ	s <sup>35</sup> 3.05			8.52	
A 5.05PM				s 12.14PM	35	40	54.0					D	10.00PM to 6.30AM	WORB	s 2.54			L 8.30AM	
				f 12.18			54.7						No Office	Y	f 2.46				
				f 12.35		7	59.9						No Office		f 2.28				
				f 12.52		50	64.1						No Office	W 1 Mi E	f 2.13				
				f 12.58		15	65.1						No Office		f 2.09				
				A 1.10PM		25	67.5					MO	5.00PM to 8.00AM	YR	L 2.00PM				
8.00	1.00	.55	.28	4.30											4.15	.35	1.5	6.30	1.15
6.7	11.0	12.3	24.0	17.6											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 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 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 Carlson, 1.3 miles west East Creek Jct.; West Fork, 1 mile east of East Forks; Collins, .1 mile west of Allison.



THIRD CLASS				SECOND CLASS	FIRST CLASS			Time Table No. 6										FIRST CLASS			THIRD CLASS				
				193	161		117	In effect May 1, 1920										118		194	196	162			
				Way Freight	Time Freight		Passenger	STATIONS										Passenger		Way Freight	Way Freight	Time Freight			
				Daily Except Sun.	Daily Except Sat.		Daily	Capacity of Sidings in Cars	Distance from Salsich Jct.	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Daily		Daily Except Mon.	Daily Except Sun.	Daily Except Sun.							
								Passing Tracks	Other Sidings																
				L 9.00AM	L 11.30PM		Lf 2.53PM	90	0.0	97.1	SJ		YR	As 4.30PM		A 11.50AM		A 12.55AM							
				9.20	11.38		f 3.01	12	3.5	93.6		No Office		f 4.22		11.30		12.25AM							
				9.40	11.55 <sup>162</sup>		f 3.10	48	8.1	89.0		No Office	W	f 4.13		11.10		11.55 <sup>161</sup>							
							3.16		11.7	85.4		No Office		4.04											
				10.30 <sup>191</sup>	12.15AM		s 3.25	41	15.8	81.3	MC	5.15PM to 7.15AM	Y	s 3.55		10.30 <sup>193</sup>		11.25							
				11.00	12.40		s 3.41 <sup>118</sup>	42	23.5	73.9	RN	5.00PM to 8.00AM		s 3.41		9.45		10.55							
				11.50	1.05		f 3.57	39	31.1	66.0		No Office	W	s 3.22		9.05		10.30							
				12.30PM	1.50		s 4.12	36	37.2	59.9	MT	5.00PM to 8.00AM	RYJ	s 3.07		L 8.30AM	A 3.40PM	10.10							
				12.55	2.01		f 4.24	26	41.2	55.9		No Office		f 2.53			3.15	9.55							
				1.20	2.20		s 4.36	7	46.6	50.5	RH	5.00PM to 8.00AM		s 2.39			2.50	9.35							
				A 1.30PM	A 2.43AM		As 4.40PM		48.6	48.5		No Office	K	Ls 2.35PM <sup>196</sup>			L 2.40PM <sup>118</sup>	L 9.30PM							
									50.1	47.0			R												
									51.7	42.4															
									58.6	38.5															
									62.9	34.2															
									65.2	31.9															
									67.3	29.8															
									68.9	28.2															
									72.7	24.4															
									78.9	18.2															
									80.4	16.7															
									83.3	13.8															
									86.4	10.7															
									89.5	7.6															
									90.7	6.4															
									92.6	4.5															
									93.6	3.5															
					A 6.00AM		A 6.50PM		97.1	0.0				L 12.30PM				L 6.00PM							
				4.30	6.30		3.57							4.		13.20	1.00	6.55							
				10.8	14.5		24.5							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. Junction switch at Helsing Junction must be left set for O.-W. R. & N. tracks leading to Centralia.

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.



8 WESTWARD

BETWEEN PARK JCT. AND ASHFORD—SUBDIVISION

EASTWARD

FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 6				FIRST CLASS			
33	31		In effect May 1, 1920				34	32		
Passenger	Passenger	Passing Tracks	Other Sidings	Distance from Park Jct.	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	34	32
Daily	Daily								Passenger	Passenger
L 3:05PM	L 11:08AM			0.0			No Office	YR	As 11:56AM	As 3:55PM
f 3:18	f 11:18	15	3.5		2.0		No Office		f 11:45	f 3:45
f 3:23	f 11:22	25	4.5		1.0		No Office		f 11:40	f 3:40
As 3:30PM	As 11:28AM	16	5.5		0.0	F	6:00PM to 8:00AM	R	L 11:35AM	L 3:35PM
.20	.25								.21	.20
16.	13.2								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 Jct.

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 at yard limit boards and will not increase this speed in yard limits unless track is clear.

SYMBOLS

- Ⓢ—Standard Clock
- W—Water
- C—Coal
- O—Oil
- R—Register
- T—Turntable
- Y—Wye
- P—Dispatchers Telephone
- I—Interlocked
- G—Gated.
- B—Bulletin Boards
- J—Junction
- Z—Track Scales
- ☞—Refreshments
- K—Connection with a Foreign Road

RAYMOND-MAYTOWN SUB-DIVISION RAILWAY CROSSINGS INTERLOCKED

The home and distant signals used in operating the interlocking plants at Dryad, Chehalis and Blakesley Jct. are upper quadrant. At Chehalis and Dryad, the home signals are mechanically operated, two position. At Blakesley Jct. the home signals are electrically operated, two position. All distant signals are three position, semi-automatic.

TONNAGE RATING

CLASS OF POWER	EASTWARD							
	TACOMA TO BLACK RIVER	BLACK RIVER TO CEDAR FALLS	CEDAR FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BOYLSTON	BOYLSTON TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
K-1	2500	950	500	3000	550	2200	2200	2030
N-1 & 2	5000	2200	1100	5000	1150	3000	3000	3445
E. F.	5000	3000	1400	5000	1500	3000	5000	3972

CLASS OF POWER	WESTWARD						THROUGH EFFICIENCY RATING
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CEDAR FALLS	CEDAR FALLS TO TACOMA	
K-1	3000	400	2000	1100	2200	2500	2072
N-1 & 2	5000	800	3500	2500	2500	5000	3700
E. F.	5000	1100	5000	3000	3600	5000	4216

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

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.

WESTWARD BETWEEN MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars		Distance from Maytown	Time Table No. 6				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS	SECOND CLASS
261	217	Passing Tracks	Other Sidings		In Effect May 1, 1920								218	262
Freight	Passenger	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Passenger	Freight
Daily Except Sun.	Daily												Daily	Daily
L 7:00AM	L 4:15PM			45	0.0								A 2:55PM	A 2:10PM
					1.5							G		
f 7:25	f 4:30	68			7.3						No Office		f 2:39	f 1:40
f 7:40	f 4:37		5		10.7						No Office		f 2:32	f 1:25
					12.5							I		
s 8:25	s 4:45	69	50		13.9							Z-P	s 2:25	s 1:10
					1.44							G		
					17.2							G		
s 8:55	s 4:55	64	100		17.6							K-P-W	s 2:15	s 12:30
					19.7							I		
f 9:07	f 5:04	13			21.6						No Office		f 2:03	f 11:50
f 9:15	f 5:09	62			23.8						No Office		f 1:58	f 11:35
f 9:30	f 5:18		18		27.4						No Office	P	f 1:50	f 11:20
f 9:40	f 5:25		12		30.7						No Office		f 1:43	f 11:10
f 9:50	f 5:30	8	12		33.2						No Office		f 1:38	f 10:55
s 10:40	s 5:37	58	15		36.3							G	s 1:31	s 10:40
					36.4							I		
s 10:55	s 5:42	18	10		37.6							G	s 1:26	s 10:20
					41.1							G		
					42.5							G		
11:30	f 6:03		25		46.8						No Office		f 1:06	9:40
11:40	f 6:07		25		48.2						No Office		f 1:01	9:30
11:50	6:09	58			49.1						N Office	W-P	12:58	9:25
11:59	6:15		13		51.3						No Office		12:53	9:15
12:25PM	s 6:24	35	24		54.6							P	s 12:43	8:55
12:35	s 6:29	26	22		56.2						No Office	W-P	s 12:38	8:40
12:50	f 6:40				59.4						No Office		f 12:28	8:25
1:00	f 6:47	6	18		62.1						No Office	P	f 12:20	8:15
1:10	f 6:50				63.1						No Office		f 12:17	8:10
1:15	f 6:54	37	41		64.5						No Office	P	f 12:13	8:05
A 1:25PM	A 7:00PM	26	130		65.9								L 12:10PM	L 8:00AM
6:25	2:45												2:45	6:10
10:3	23.9												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 or Willapa. The bridge on spur track at Moose is unsafe. No. 217-218 stop on flag at Gibbons 3.1 miles West Maytown. Nos. 261-262 will carry passengers between Doty and Maytown. All trains must make regular crossing stop before crossing Maytown Lumber Co.'s Railroad 1 1/2 miles west of Maytown.



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.

## 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 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.

3. 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.

4. 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.

5. Same rule to apply before commencing ascent.

6. Approach and commence descent at slow speed, applying retainers before starting and keep them applied until the actual foot of grade is reached.

7. **Brake resistance decreases as speed increases; speed, therefore, must be controlled from the start.**

8. 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.

9. 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 an air hose is being changed train pipe cocks must not be closed on account of danger of forward brakes releasing.

10. 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.

11. 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.

12. Pushing cars ahead of engines on descending grades is prohibited.

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

#### GENERAL

14. 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.

15. 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.

16. 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.

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

18. 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.

## ELECTRIFICATION

When, for any cause, trouble is experienced on trolley or other over-head wires causing a dangerous condition, any one is authorized to order power shut off from nearest sub-station, reason for requesting power to be shut off must be given the train dispatcher as soon as possible. Lines should not again be energized until so authorized by the train dispatcher.

In case of accident causing live trolley wires to come in contact with cars or buildings being in danger of fire, first thing to be done is to kill the line by getting in communication with nearest sub-station, and Pyrene tank should be immediately taken from motor and fire extinguished.

In cases where feeder switches are opened, first get in communication with nearest sub-station, kill the line, then open the switches, then proceed to flag any approaching train as per rule 99. This to avoid bridging air-gaps.

Whenever pantographs or fishpole collectors are lowered, they must not be again raised in contact with trolley wire without first giving the following whistle signal one-half minute in advance; two short one long and two short blasts. In case there is no air pressure on the motor the bell must be rung and a personal inspection made to insure that personal injury will not result when collectors are raised.

Yard limit boards are located as follows:

East and West Othello  
East and West Cle Elum  
East and West Easton  
East and West Garcia  
East and West Cedar Falls  
East Maple Valley  
East and West Kent  
East and West Auburn  
East and West Sumner  
East Tacoma Jct.  
East and West Snoqualmie Falls  
East and West Stillwater  
East and West High Rock  
East and West Monroe  
East and West Snohomish  
East and West Riverview  
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 Centralia.  
East and West Chehalis.  
East and West Dryad.  
East and West Doty.  
East and West Sutico.  
East Raymond.

East and West Hillsdale  
East and West Salsich Jct.  
East and West Tanwax Jct.  
East and West Kapowsin  
East and West Eatonville  
East and West Elbe  
East and West Camp 17  
East and West Mineral, Including East Creek Jct.  
East Morton  
East and West McKenna  
East and West Rainier  
East and West Maytown

## MILWAUKEE HOSPITAL ASSOCIATION

### ASSOCIATION SURGEONS

Dr. Albert I. Bouffleur, Chief Surgeon, Seattle, Wash.  
Dr. H. Eugene Allen, District Surgeon, Seattle, Wash.  
Dr. H. G. Willard, Local Surgeon, Tacoma, Wash.  
Dr. C. Leaverton, Asst. Surgeon, Tacoma, Wash.  
Dr. Wm. B. McCreery, Local Surgeon, Tacoma, Wash.  
Dr. Chas. R. McCreery, Asst. Surgeon, Tacoma, Wash.  
Dr. A. G. Nace, Asst. Surgeon, So. Tacoma, Wash.  
Dr. W. L. Ludlow, Local Surgeon, Kapowsin, Wash.  
Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash.  
Dr. S. Rogers, Local Surgeon, Mineral, Wash.  
Dr. J. W. Pine, Local Surgeon, Morton, Wash.  
Dr. C. T. Pool, Local Surgeon, Rainier, Wash.  
Dr. J. H. Fitz, Local Surgeon, Montesano, Wash.  
Dr. J. B. Kinne, Local Surgeon, Aberdeen, Wash.  
Dr. A. J. McIntyre, Local Surgeon, Hoquiam, Wash.  
Dr. D. S. Barry, Local Surgeon, Puyallup, Wash.

Dr. W. B. Mitchell, Local Surgeon, Sumner, Wash.  
Dr. B. E. Hoye, Local Surgeon, Auburn, Wash.  
Dr. C. B. Hoffman, Local Surgeon, Kent, Wash.  
Dr. W. C. Speidel, Local Surgeon, Seattle, Wash.  
Dr. A. Bronson, Local Surgeon, Renton, Wash.  
Dr. F. J. Shadd, Local Surgeon, Sellaek, Wash.  
Dr. W. D. Merritt, Local Surgeon, Enumclaw, Wash.  
Dr. H. K. Stockwell, Local Surgeon, Monroe, Wash.  
Dr. E. A. Stafford, Local Surgeon, Snohomish, Wash.  
Dr. F. R. Hedges, Local Surgeon, Everett, Wash.  
Dr. F. W. McKnight, Local Surgeon, Cle Elum, Wash.  
Dr. W. A. Taylor, Local Surgeon, Ellensburg, Wash.  
Dr. H. L. Petit, Local Surgeon, Chehalis, Wash.  
Dr. J. T. Coleman, Local Surgeon, Chehalis, Wash.  
Dr. E. W. Stevens, Local Surgeon, Doty, Wash.  
Dr. MacLennan, Local Surgeon, Raymond, Wash.  
Dr. J. D. McCrary, Local Surgeon, Othello, Wash.  
Dr. A. H. Winkel, Local Surgeon, Kittitas, Wash.

### ASSOCIATION HOSPITALS

Providence Hospital, Seattle, Wash.  
Lakeside Hospital, Seattle, Wash.  
St. Joseph's Hospital, Tacoma, Wash.

Providence Hospital, Everett, Wash.  
Roslyn Cle Elum Hospital, Cle Elum, Wash.  
Ellensburg General Hospital, Ellensburg, Wash.

Riverside Hospital, Raymond, Wash.  
St. Helen's Hospital, Chehalis, Wash.  
Hoquiam Hospital, Hoquiam, Wash.

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



**SPEED RESTRICTIONS**

The speed of passenger trains will normally be that prescribed by the schedule, but where trains have been delayed the speed will be so moderately increased above that prescribed by the schedule as in the judgment of the conductor and engineer in charge of the train, may be prudent; due consideration being always given to conditions of track, comfort of passengers and all the circumstances.

The speed of freight trains will not exceed twenty miles per hour. The speed will be reduced below this maximum to whatever extent may be necessary for safety, in view of the condition of track and equipment.

The following speed restrictions will be strictly observed:

Passenger trains ascending or descending mountain grade between Kittitas and Beverly must not exceed twenty-eight miles per hour, nor twenty-five miles per hour between Rockdale and Cedar Falls. Where track is rough or view obstructed on mountain grade or at other points, speed must be reduced to a limit that will insure safety.

Class K-1 engines in passenger service and equipment with swing motion trucks will not exceed thirty-five miles per hour; when equipment with rigid trucks will not exceed twenty-five miles per hour. Class L engines on passenger trains must not exceed thirty-five miles per hour.

Passenger trains will not exceed twenty-five miles per hour and freight trains fifteen miles per hour through tunnels and snow sheds.

Mallet engines must not be run to exceed twenty miles per hour and at any point where conditions require it, a reduction of speed must be made to meet the requirements.

Speed of steam engines while running in back-up motion will not exceed twenty miles per hour on tangent track and fifteen miles per hour on curves of three degrees or over. The speed to be further reduced where instructions or local conditions require it; provided, that passenger engines equipped with back-up head lights and pilots may run thirty miles per hour.

Trains will not exceed ten miles per hour while passing through turnouts or crossovers.

Trains handling special equipment will not exceed the following speeds:

Rotary snow plows, twenty-five miles per hour.

Lidgerwood unloaders, fifteen miles per hour.

Steam shovels and steam ditchers, twenty miles per hour.

Passenger trains will not exceed fifty miles per hour at any point.

Local excursion or special trains will not exceed twenty-five miles per hour. Through excursion or special trains will not exceed time table time of regular passenger trains.

Trains having mail for where they do not stop will slow up to fifteen miles an hour for dispatching this mail.

Trains run for the special purpose of handling steam wrecking derrick will observe the following speed restrictions:

Tacoma to Seattle, thirty miles an hour, except over long bridges where speed will be reduced to twenty miles per hour unless otherwise directed by slow order.

Seattle to Cedar Falls, Hyak to Othello, thirty miles per hour. Reduce to fifteen miles per hour over long bridges.

Cedar Falls to Rockdale, twenty miles per hour. Reduce to fifteen miles per hour around sharp curves.

Everett Line, Cedar Falls to Carnation, fifteen miles per hour.

Carnation to Everett, twenty miles per hour. Reduce to fifteen miles per hour over bridges.

Enumclaw Line, fifteen miles per hour.

Willapa Harbor Line, Maytown to MacPhail, twenty miles per hour. Reduce to fifteen miles per hour over bridges.

MacPhail to Raymond, fifteen miles per hour.

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.

Freight trains hauling logs will not exceed fifteen miles per hour on any line.

**MAIN LINE**

Passenger trains will not exceed twenty-five miles per hour around curves between Taunton and Smyrna, nor thirty-five miles per hour around other curves between Othello and Cle Elum.

Freight trains will not exceed fifteen miles per hour around curves between Taunton and Smyrna and between Thorp and Cle Elum.

Eastbound freight and passenger trains between Boylston and Beverly will stop at Rye to permit trainmen to inspect trains and to cool the wheels. In above district if trains are handled by exclusive regenerative braking, they need not stop for inspection or to cool wheels.

Trains will reduce speed to twenty miles per hour over bridge FF-16, one and seven-tenths (1.7) miles West of Easton.

Passenger trains will reduce to thirty miles per hour around curve at Nelson's Cut, East of Lavender.

Passenger trains will reduce speed to fifteen miles per hour passing staff office at Hyak.

Freight trains will reduce speed to fifteen miles and passenger trains to twenty miles per hour around curve at Sumner.

No train or engine will exceed eight miles per hour between Tacoma Junction and Tide Flats yard.

Trains will not exceed six miles per hour through coach yard Tacoma and ten miles per hour over Puyallup River bridge east of Tacoma coach yard.

Trains will not exceed eight miles per hour through City Limits of Auburn and Kent.

Westbound freight trains between Rockdale and Cedar Falls will stop at Garcia to permit trainmen to inspect train and to cool wheels. In above district if trains are handled by exclusive regenerative braking, they need not stop for inspection and to cool wheels.

**EVERETT AND ENUMCLAW LINES**

Do not exceed fifteen miles per hour over Tokul Creek bridge FF-842 West of Tokul.

On grades between Cedar Falls and Tanner and between Bagley Junction and Selleck, passenger trains must not exceed twenty-five miles per hour.

Freight trains on Enumclaw line will not exceed fifteen miles per hour.

**NATIONAL PARK LINE**

Between Hillsdale and Tacoma, eastward passenger trains will not exceed fifteen miles per hour and freight trains will not exceed twelve miles per hour.

Passenger and freight trains will not exceed ten miles per hour between LaGrande and three and one-half miles West.

Trains approaching street railway crossing at Midland will reduce speed to ten miles per hour four hundred feet before reaching the crossing and sound railway crossing whistle.

Passenger trains will not exceed thirty-five miles per hour and on maximum grade between Tacoma and Hillsdale will not exceed schedule time.

Freight trains will not exceed twenty miles per hour.

All trains will run carefully on Ashford line and particularly when making back up movements.

**WILLAPA HARBOR LINE**

Passenger trains will not exceed twenty miles per hour and freight trains fifteen miles per hour between Firdale and MacPhail.

Passenger trains will not exceed thirty-five miles per hour and freight trains eighteen miles per hour between MacPhail and Maytown.

Trains handling rotary snow plows, lidgerwoods and ditchers will not exceed fifteen miles per hour.

Trains must approach and pass over street crossings at Chehalis and Centralia at a speed not to exceed 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.

**HANFORD LINE**

Trains will not exceed twenty miles per hour.

Trains will run carefully around curves between Priest Rapids and Vernita and at other points where track conditions or special orders restrict the speed.

**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 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."

**SPEED TABLE**

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



COMMERCIAL TRACKS

Othello-Cle Elum Line

Regal.....	3.5 miles east of Ellensburg.
Waldale.....	3.6 miles west of Ellensburg.
Taneum.....	2.6 miles west of Thorp.
Benson.....	5.5 miles west of Horlick.

Beverly Jct.-Hanford Line

Lainr.....	4.6 miles west of Tiflis.
Jantz.....	4.2 miles west of Lauer.
Schafer.....	2.0 miles west of Packard.
McDonalds.....	5.5 miles east of Neppel.

Cle Elum--Seattle Line

Meadow Creek.....	U. S. R. S. 770 ft.	2.5 miles west of Whittier.
Kittitas Lbr. Co.....	Logs 950 ft.	0.5 miles west of Keechelus.
Carter Creek.....	Logs 200 ft.	0.3 miles west of Bandera.
Skagit Log Co.....	Logs	At Garcia.
Kent Lumber Co.....	Mill 1130 ft.	1.1 miles east of Bagley Jct.
Pacific States.....	Logs 2000 ft.	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 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.
Carew.....	Industry	0.5 mile east of Monroe.
Stuart.....	Industry 570 ft.	0.8 miles west of Stillwater.
Riverview.....	Log dump 3000 ft.	1.9 miles west of Snohomish.
Novelty.....	Industry 500 ft.	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.
Neco.....	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.
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

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.
Betchard.....	Mill	0.7 miles east of Roy.
Arkley.....	Mill	3.0 miles east of Rainier.
Johnson Creek.....	Mill	0.9 miles east of Rainier.
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 mile west of Offut Lake.
Beaver Creek.....	Mill	2.0 miles east of Maytown.
Nulty.....	Logs	1.5 miles west of Maytown.
Bordeaux.....	Mill	at Mumby.
Ninemire & Morgan.....	Mill	at Helsing Jct.
Nat. Lbr. & Mfg. Co.....	Logs	at Cedarville.

National Park Line

Huggins Lbr. Co.....	Mill	0.5 mile west of Cowlitz Jct.
Harrison Bros. No. 1.....	Gravel	1.0 mile west of Tacoma.
Harvard.....	Mill	1.3 miles west of Hillsdale.
Kinsman.....	Log	1.5 miles west of Salich Jct.
Kirby.....	Wood	0.6 mile east of Harding.
Electron.....	Industry	0.3 mile west of Kapowsin.
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.
Storm King.....	Mill	5.0 miles west of East Creek Jct.
Camp 16.....	Logs	0.3 mile west of East Creek Jct.
Cheeser Lbr. Co.....	Mill	At Morton.
Camp No. 1.....	Log	At Reliance.
Camp No. 2.....	Log	0.5 miles east of Williamson.
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.

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.

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.....	7.00AM to 11.00PM
Hyak.....	Continuous.
Rockdale.....	Continuous.
Garcia.....	Continuous.
Cedar Falls.....	Continuous.
Maple Valley.....	Continuous.
Black River.....	Continuous.
Kent.....	12.30PM to 2.30PM and 5.00PM to 7.00PM
Auburn.....	Continuous.
Sumner.....	1.00PM to 6.00PM
North Puyallup.....	12.30PM to 2.30PM and 5.00PM to 7.00PM
Tacoma Junction.....	Continuous.
North Bend.....	8.00AM to 10.00AM
Snoqualmie Falls.....	8.00AM to 10.00AM
Carnation.....	8.30AM to 10.30AM
Duval.....	8.00AM to 10.00AM
Monroe.....	7.30AM to 9.30AM and 8.00PM to 10.00PM
Snohomish.....	7.30AM to 9.30AM
Everett.....	7.00AM to 11.00AM and 7.00PM to 11.00PM
Ragnar.....	Closed.
Whittier.....	7.00AM to 11.00PM
McKenna.....	3.00PM to 5.00PM
Rainier.....	3.00PM to 5.00PM
Maytown.....	2.30PM to 4.30PM
Rochester.....	Closed.

SUNDAY HOURS

25th Street.....	Continuous.
Hillsdale.....	8.00AM to 10.00AM and 2.00PM to 6.00PM
Salsich Junction.....	8.00AM to 6.00PM
Tanwax.....	Closed.
Kapowsin.....	9.00AM to 11.00AM and 3.30PM to 5.30PM
Eatonville.....	9.30AM to 11.30AM and 3.00PM to 5.00PM
Alder.....	9.30AM to 11.30AM and 3.00PM to 5.00PM
Elbe.....	9.30AM to 11.30AM and 3.00PM to 5.00PM
Mineral.....	7.00AM to 9.00AM and Noon to 3.00PM
Morton.....	12.30PM to 2.30PM
Ashford.....	11.00AM to 1.00PM and 3.00PM to 5.00PM
Centralia.....	2.00PM to 5.00PM
Chehalis.....	1.45PM to 5.00PM
Doty.....	1.00PM to 3.00PM and 4.00PM to 6.00PM
Sutico.....	12.15PM to 2.15PM and 4.30PM to 6.30PM
Othello.....	Continuous.
Corfu.....	Continuous.
Beverly.....	Continuous.
Rye.....	Continuous.
Boylston.....	Continuous.
Kittitas.....	Continuous.
Ellensburg.....	1.30PM to 4.30PM
Thorp.....	Closed.

All Offices between Beverly Jct. and Hanford Closed.

G. H. HILL,  
Chief Dispatcher.

H. E. PETERSON,  
Asst. Chief Dispatcher.

J. S. ECCLES,  
Assistant Trainmaster.

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

G. T. SPAULDING,  
Traveling Engineer and Asst. Trainmaster.

W. H. WINGATE,  
Trainmaster.

E. L. CLEVELAND,  
Asst. Superintendent.

E. G. FOWLER,  
K. N. ELDRIDGE,

W. A. ALLEN,

F. A. ROACH,

S. C. WHITTEMORE,

J. N. MITCHELL,

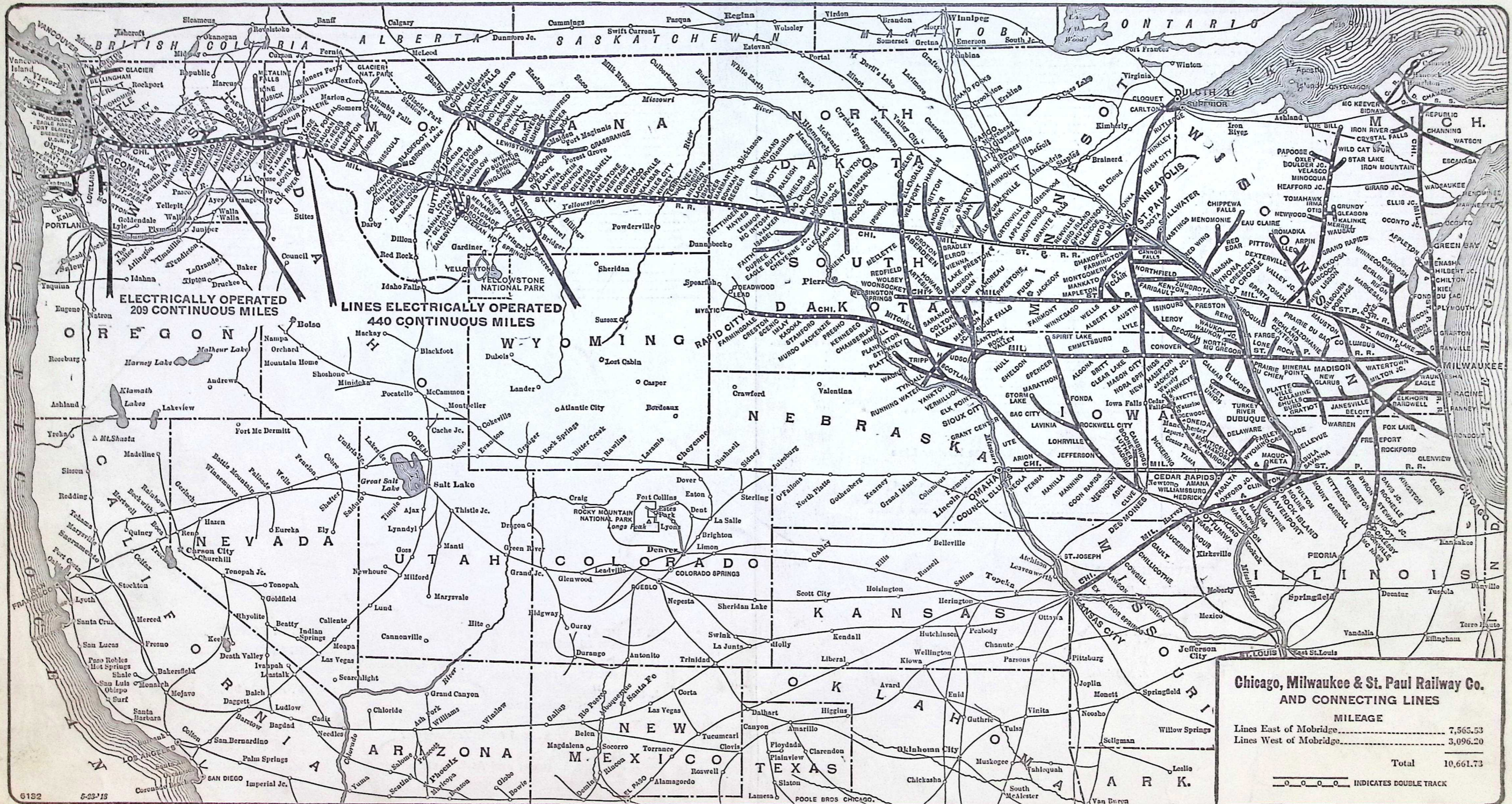
M. B. MARTINI,

W. A. MONROE,

J. W. BIRKBECK,

T. J. DEPUE,  
Train Dispatchers.





ELECTRICALLY OPERATED  
209 CONTINUOUS MILES

LINES ELECTRICALLY OPERATED  
440 CONTINUOUS MILES

**Chicago, Milwaukee & St. Paul Railway Co.  
AND CONNECTING LINES**

MILEAGE

Lines East of Moberg	7,565.53
Lines West of Moberg	3,096.20
<b>Total</b>	<b>10,661.73</b>

— — — — — INDICATES DOUBLE TRACK