

# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

## COAST DIVISION

# TIME TABLE No. 7

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

PACIFIC OR 120th MERIDIAN TIME

# SUNDAY, MAY 16, 1920

SUPERSEDING COAST DIVISION TIME TABLE NO. 6

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		Distance from Othello	Time Table No. 7 In Effect May 16, 1920				Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS				SECOND CLASS			
315	95	63	263		15	17	Passing Tracks	Other Sidings	STATIONS				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., Thur., Sat.								
L 11.30 <sup>AM</sup>		L 8.00 <sup>AM</sup>	L 1.00 <sup>AM</sup>		L 1.40 <sup>PM</sup>	L 4.30 <sup>AM</sup>		Yard	0.0	-----OTHELLO-----	98.7	SO		B@TORWC	A 4.45 <sup>PM</sup>	A 2.35 <sup>AM</sup>			A 7.00 <sup>PM</sup>		A 6.30 <sup>PM</sup>					
f 11.50		8.25	1.30		1.47	4.38	70	10	5.5	5.5 -----ANSON-----	93.2		No Office	P	4.35	2.22			6.20		f 6.05					
f 12.05 <sup>PM</sup>		8.40	1.40		1.52	f 4.45	70	10	9.2	3.7 -----TAUNTON-----	89.5		No Office	P	4.28	f 2.15			6.05		f 5.50					
s 12.30		9.05	2.05 <sup>18</sup>		2.00	s 4.57	70	20	14.9	5.7 -----CORFU-----	83.8	CF		W	4.18	f 2.05 <sup>263</sup>			5.40		s 5.30					
f 1.05		9.45	2.45		2.13	f 5.12 <sup>74</sup>	70	15	24.6	9.7 -----SMYRNA-----	74.1		No Office	P	4.02	f 1.45			5.05		f 4.50					
f 1.40		10.10	3.15		2.22	5.22	70	20	31.1	6.5 -----JERICHO-----	67.6		No Office	P	3.53	f 1.35			4.40		f 4.25					
15-16-64 L 2.15 L 4.15	L 6.15 <sup>AM</sup>	10.40	3.45		315-316 s 2.35	s 5.32	70	90	37.8	6.7 -----BEVERLY-----	60.9	BV		@OYBWC	s 3.44 <sup>315-316</sup>	s 1.25			315 4.10	A 1.00 <sup>PM</sup>	4.15 <sup>15-16</sup> s 4.00 A 2.05					
A 4.20 <sup>PM</sup>									38.8	1.0 -----BEVERLY JCT.-----	59.9		No Office	J							L 2.00 <sup>PM</sup>					
	6.25	10.55	4.00 <sup>74</sup>		2.43	5.42	70	10	40.6	1.8 -----COHASSETT-----	58.1		No Office	P	3.33	1.14			4.00	12.30	263 4.00					
	7.00	11.20	4.25		2.53	f 5.53	42		44.1	3.5 -----DORIS-----	54.6		No Office	P	3.24	f 1.06			3.45	12.15 <sup>PM</sup>	3.35					
	7.35	11.45 <sup>96</sup>	4.50		16-64 3.12	f 6.11	70	6	49.6	5.5 -----RYE-----	49.1	RY		W	64-15 3.12	f 12.54		15 16 3.20 3.00	63 11.45	3.10						
	8.05	12.10 <sup>PM</sup>	5.10		3.26	6.24	70	7	52.9	3.3 -----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	3.7 -----BOYLSTON-----	42.1	BX		W	2.56	s 12.37			2.10	10.40	2.25					
	8.50	1.30 <sup>64</sup>	5.50		3.50	6.50	70	10	62.1	5.5 -----RENSLOW-----	36.6		No Office	P	2.40	12.21			63 1.30	10.10	1.55					
	s 9.45	1.50	6.10		f 4.00	s 7.05	70	90	67.1	5.0 -----KITTITAS-----	31.6	KY		@BYWO	f 2.30	s 12.10 <sup>AM</sup>			1.00	s 9.45	1.30					
	s 10.15	2.15 <sup>16</sup>	6.30		s 4.12	s 7.20	70	50	73.5	6.4 -----ELLENSBURG-----	25.2	NB	6.00 <sup>PM</sup> to 8.00 <sup>AM</sup>		s 2.15 <sup>63</sup>	s 11.55			12.20 <sup>PM</sup>	s 9.10	1.00					
	f 10.55	2.40	7.00		4.24	f 7.38	70	20	80.4	6.9 -----THORP-----	18.3	RP	12 Noon to 1.00 <sup>PM</sup> 4.15 <sup>PM</sup> to 7.15 <sup>AM</sup>		2.02	f 11.40			11.55	f 8.35	12.35					
	64 f 11.30	3.15	7.38 <sup>17-96</sup> 8.20		4.43	f 7.58 <sup>96-263</sup>	70	5	88.8	8.4 -----HORLICK-----	9.9		No Office	PW	1.47	f 11.25			95 11.30	f 7.58 <sup>17-263</sup>	12.01 <sup>AM</sup>					
	A 12.15 <sup>PM</sup>	A 4.00 <sup>PM</sup>	A 9.00 <sup>AM</sup>		A 5.05 <sup>PM</sup>	A 8.20 <sup>AM</sup>		Yard	98.7	9.9 -----CLE ELUM-----	0.0	CM		@TOWCRB	L 1.30 <sup>PM</sup>	L 11.08 <sup>PM</sup>			L 11.00 <sup>AM</sup>	L 7.00 <sup>AM</sup>	L 11.30 <sup>PM</sup>					
4.50	6.0	8.0	8.0		3.25	3.50				Schedule Time					3.15	3.27			8.00	6.00	8.00	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 by special order at Beverly, the eastward train will take the siding.

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		Time Table No. 7		FIRST CLASS			SECOND CLASS									
395	63	263	91	15	43	17	Passing Tracks	Other Sidings	Distance from Cle Elum	In effect May 16, 1920	Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	16	44	18	64	92	74	396		
Mixed	Time Freight	Time Freight	Way Freight	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	Time Freight
Daily Except Sun.	Daily	Daily	Tues., Thurs. and Sat.	Daily	Daily	Daily				STATIONS					Daily	Daily	Daily	Daily	Mon., Wed. and Fri.	Daily	Daily Except Sun.		
No. 395 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.	L 9:00 <sup>74</sup> PM	L 6:00 <sup>PM</sup>	L 7:00 <sup>AM</sup>	L 5:15 <sup>PM</sup>	L 8:30 <sup>AM</sup>			Yard	0.0	-----CLE ELUM-----	89.8	CM		⊕WCORTB	As 1:20 <sup>PM</sup>	As 10:58 <sup>PM</sup>	As 8:10 <sup>AM</sup>	A 3:00 <sup>PM</sup>	A 9:00 <sup>PM</sup>		No. 396 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.		
	9:25	6:30	7:35 <sup>64</sup>	5:29	8:44	70	28	7.5	7.5	-----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	9:53	65	30	11.6	11.6	-----EASTON-----	78.2	EA	11:00 <sup>AM</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	20.1	20.1	-----WHITTIER-----	69.7	No. Office		P	12:37	10:11 <sup>63</sup>	6:45	1:40	7:25 <sup>263</sup>				
				6:01	9:18			24.1	24.1	-----KEECHELUS-----	65.7	No. Office		P	12:26	10:02							
		10:45	8:05	8:50	6:13	9:30	E75 W80	24	29.0	29.0	-----HYAK-----	60.8	HY			9:53	6:10	1:05	6:40				
		11:00	8:25	9:05	6:23 <sup>74</sup>	9:40	E85 W75	60	31.6	31.6	-----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	36.7	36.7	-----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	9:54 <sup>17</sup> 10:22	6:52	10:08 <sup>91</sup>	70	22	42.0	42.0	-----GARCIA-----	47.8	GC	12:01 <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	47.6	47.6	-----RAGNAR-----	42.2	No. Office		P	11:24	8:47	4:30	10:50	4:50			
	L 6:15 <sup>AM</sup>	1:00	11:00	11:10 <sup>396-16</sup> 11:55	7:18 <sup>44</sup>	10:35 <sup>92</sup>	E80 W70	Yard	50.8	50.8	-----CEDAR FALLS-----	39.0	MY		WORYB&JZ	11:15 <sup>91</sup>	7:05 <sup>15</sup> PM	8:37	4:15 3:30	10:35 <sup>17</sup> 10:00 <sup>43</sup>		4:35	11:55 <sup>91</sup> AM
	A 6:30 <sup>AM</sup>								54.8	54.8	-----BAGLEY JCT.-----	35.0	No. Office		JP								L 11:40 <sup>AM</sup>
		1:20	11:25	12:15 <sup>PM</sup>	7:27	10:10	70		55.6	55.6	-----BARNESTON-----	34.2	No. Office		P	11:00	6:52	8:21	3:10	9:35		3:35	
		1:35	11:40	12:30	7:35	10:17	70		59.5	59.5	-----TRUDE-----	30.3	No. Office		P	10:53 <sup>17</sup>	6:44	8:13	2:55	9:20		3:20	
						10:22		10	62.1	62.1	-----LANDSBURG-----	27.7	No. Office		P	6:37							
	2:00	12:05 <sup>AM</sup>	12:50	7:43	10:26	70	18	64.4	64.4	-----NOBLE-----	25.4	No. Office		P	10:43	6:32	8:02	2:35	9:00	3:00			
	A 2:20 <sup>64</sup> AM	A 12:25 <sup>AM</sup>	A 1:05 <sup>PM</sup>	A 7:53 <sup>18</sup> PM	A 10:35 <sup>16</sup> AM	A 11:13 <sup>AM</sup>	85	14	67.8	-----MAPLE VALLEY-----	22.0	MV		WJR	10:35 <sup>43</sup> AM	6:25 <sup>PM</sup>	7:53 <sup>15</sup> PM	2:20 <sup>63</sup> AM	8:45 <sup>AM</sup>	2:45 <sup>PM</sup>			
								71.6	71.6	-----CEDAR MOUNTAIN-----	18.2												
								73.1	73.1	-----INDIAN-----	16.7												
								74.6	74.6	-----ELLIOTT-----	15.2												
								75.9	75.9	-----MAPLEWOOD FARM-----	13.9												
								78.0	78.0	-----RENTON-----	11.8	RN											
								80.4	80.4	-----BLACK RIVER-----	9.4	BI											
								84.7	84.7	-----VAN ASSELT-----	5.1												
								86.6	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>	A 12:15 <sup>PM</sup>		89.8	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>			
.15	8.	8.	8.	3.30	1.40	3.45				Schedule Time				3.35	1.50	3.58	8.	8.	8.	.15			
16.0	11.2	11.2	11.2	26.9	23.	24.2				Average Speed Per Hour				25.2	21.5	22.4	11.2	11.2	11.2	16.0			

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, interlocked 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, nor private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.



SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars	Distance from Seattle	Time Table No. 7 In effect May 16, 1920	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS				SECOND CLASS				
975	691	93	63	563	15	17	561								564	16	18	562	692	94	64	976	
O-W.R. & N. Way Freight	O-W.R. & N. Time Freight	Time Freight	Time Freight	O-W.R. & N. Passenger	Passenger	Passenger	O-W.R. & N. Passenger	O-W.R. & N. Passenger	Passenger	Passenger	O-W.R. & N. Passenger	O-W.R. & N. Time Freight	Way Freight	Time Freight	O-W.R. & N. Way Freight								
Daily Except Mon.	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Passing Trains	Other Sidings	STATIONS	Passing Trains	Other Sidings	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily Except Sun.				
		L 5.00PM			L 9.00PM	L 12.30PM				0.0	SEATTLE					A 9.35AM	A 6.45PM						
										3.2	ARGO N. P. O-W. R. & N. Crossing												
										5.1	VAN ASSELT												
L 7.30AM	L 7.15PM	L 6.23PM	L 3.15AM	L 11.35PM	L 9.23PM	L 12.53PM	L 10.25AM		Yard	9.4	BLACK RIVER Northern Pacific Crossing	BI		YWRIKJ	A 6.10AM	A 9.14AM	A 6.23PM	A 10.30PM	A 6.25AM	A 5.00PM	A 12.15AM	A 2.45PM	
7.50	7.31	6.45	3.33	11.47	9.35	a 1.04	10.37	68	86	16.3	KENT	K	8.00PM to 7.00AM		5.51	8.59	6.08	10.14	6.04	4.30	11.47	2.15	
8.05	7.42	7.05	3.51	11.58	9.44	a 1.12	10.48	E73 W85	75	21.3	AUBURN	BR			5.38	8.49	a 5.59	10.02	5.50	3.45	11.15	2.00	
8.17	7.52	7.25	4.03	12.06AM	9.53	1.19	10.57	84		25.9	BENROY		No Office	P	5.26	8.42	5.52	9.53	5.37	3.10	10.55	1.47	
8.26	7.57	7.35	4.12	12.14	9.58	a 1.24	11.04	35	50	28.4	SUMNER	UX	6.00PM to 8.00AM	W	5.20	8.37	a 5.48	9.49	5.30	3.00	10.45	1.35	
8.33	8.00	7.40	4.22	12.18	10.01	f 1.28	11.08	79	32	30.2	NORTH PUYALLUP	PX	12.01AM to 8.00AM		5.15	8.33	f 5.44	9.45	5.26	2.00	10.40	1.28	
A 9.00AM	A 8.15PM	A 8.00PM	A 4.40AM	A 12.29AM	A 10.15PM	A 1.40PM	A 11.20AM			35.7	TACOMA JCT.	JN		RJ@KB	L 5.01AM	L 8.24AM	L 5.35PM	L 9.35PM	L 5.10AM	L 1.40PM	L 10.15PM	L 1.00PM	
										36.6	RESERVATION												
					A 10.30PM	A 1.50PM				38.1	TACOMA (Union Depot)	WR				L 8.10AM	L 5.20PM						
1.30	1.00	3.	1.25	.54	1.30	1.20	.55				Schedule Time				1.09	1.25	1.25	.55	1.15	4.45	2.00	1.30	
17.3	26.2	12.7	18.5	28.5	26.9	28.7	28.6				Average Speed Per Hour				23.3	27.3	27.3	28.6	21.1	8.0	13.1	17.3	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

For Eastward Trains:

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

For Westward Trains from Seattle:

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

For Westward Trains from Black River Yard via Wye:

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

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

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

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

Trains to O.-W. R. & N. Interchange track—1 long 1 short.

Trains Tacoma to Argo—1 long, 1 short, 1 long.

Trains Argo to Tacoma—1 long, 1 short, 1 long

Trains Argo to Renton—1 long.

Trains Renton to Argo—1 long

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

Automatic Block System is in use between Tacoma Jct. and Black River. See Rules 221-B 311, 362 and 505-B.

Between Black River and Seattle, Pacific Coast Railroad and O.-W. R. & N. time tables and rules govern

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

No. 16 stops at Sumner for express.

No. 16 will make regular stop at North Puyallup and Sumner, Sundays.

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

Nos. 563, 564, 562 and 561 will stop at Kent, Auburn, Sumner and North Puyallup only to receive and discharge passengers to and from points beyond Tacoma or Seattle and will not stop for passengers from Tacoma or Seattle.

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

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

Trains, or engines, on the double track between Tacoma Junction and the Tide Flats will use the **RIGHT HAND** track moving in either direction. Such trains, or engines, will have the right to move on the properly assigned track without trains orders, or clearance card.

No trains, or engines, will exceed a speed of eight (8) miles per hour and the movement must be made under complete control at all times, so as to enable the engineman to stop within his vision at any point within these limits, expecting to find track occupied or cross-over and reverse movements being made.

No movement by any train, or engine, is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency.

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



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

SECOND CLASS	Capacity of Sidings in Cars			Time Table No. 7 In Effect May 16, 1920	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	THIRD CLASS
	Mixed	Passing Trains	Other Sidings						396
395				STATIONS	Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Mixed
Daily Except Sun.			Daily Except Sun.						
L 6.30AM	17		0.0	BAGLEY JCT.	17.5		No Office	R J	A 11.40AM
s 6.55	37	13	2.2	2.2 SELLECK Northern Pac. Ry. Crossing	15.3		No Office	W 1 Mi. E	s 11.25
f 7.20	19		7.1	4.9 PALMER Northern Pac. Ry. Crossing	10.4		No Office		f 10.55
f 7.30	15	46	8.4	1.3 BAYNE	9.1		No Office		f 10.45
f 7.40		7	10.2	1.8 CUMBERLAND Northern Pac. Ry. Crossing	7.3		No Office		f 10.35
f 7.50		6	13.3	3.1 VEAZIE	4.2		No Office		f 10.20
f 8.00			15.5	2.2 ENUMCLAW JCT.	2.0		No Office	Y J	f 10.10
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					1.40
10.6				Average Speed Per Hour					10.6

**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. 7 In Effect May 16, 1920	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	SECOND CLASS
	Mixed	Passing Trains	Other Sidings						316
315				STATIONS	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Mixed
Mon., Wed., Fri.			Daily Except Sun.						
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	HIN	5.00PM to 6.45PM 7.45PM to 8.00AM	YWR	L 11.00AM
2.25				Schedule Time					3.0
18.0				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.

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

THIRD CLASS	FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 7 In effect May 16, 1920	Distance from Delta	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS	THIRD CLASS
		Passing Trains	Other Sidings						216	292
291	215			STATIONS	Distance from Cedar Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Passenger	Way Freight
Way Freight Daily Except Mon.	Passenger Daily	Daily	Daily Except Sun.							
L 7.00AM	L 7.25PM			0.0	CEDAR FALLS	54.2	MY	YOYZ 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	5.00PM to 8.00AM	WYR	s 9.31
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 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 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 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
				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	80	47.7	5.1 SNOHOMISH	6.5	HO	4.30PM to 7.30AM		s 7.47
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	OBTRWRZ	L 7.30AM
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**

Nos. 291 and 292 will carry passengers.

First class trains will stop at Edgewick, Novelty, and Swantrail 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. 7 In effect May 16, 1920				FIRST CLASS		THIRD CLASS			
191	193	161	117	31										32	118	162	192	194	
Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passing Tracks	Other Sidings	Distance from Tacoma	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Passenger	Passenger	Time Freight	Way Freight	Way Freight	Way Freight	Way Freight	
Daily Except Sun.	Daily Except Sun.	Daily Except Sat.	Daily	Daily								Daily	Daily	Daily Except Mon.	Daily Except Mon.	Daily Except Mon.	Daily Except Mon.	Daily Except Mon.	
			L 2.05PM	L 8.40AM										A 6.15PM	A 5.05PM				
			L 2.07PM	8.42AM			0.3							A 6.10PM	A 5.00PM				
			L 9.05AM	L 8.00AM	L 10.30PM	Via Low Line	Via Low Line	40	0.5					Via Low Line	Via Low Line	A 2.00AM	A 2.45PM	A 1.05PM	
			9.10	8.05	10.35				0.9					6.08	4.58	1.55	2.40	1.00	
			9.40	8.30	10.59	f 2.17	s 8.55	16	65	3.4				s 5.55	f 4.48	1.30	2.17	12.40	
						f 2.21	f 8.59	80	5.8					f 5.49	f 4.42				
			10.00	8.45	11.12	2.24	9.02	52		7.2				5.45	4.38	1.10	1.45	12.15PM	
			10.37	A 9.00AM	A 11.30PM	Af 2.32PM	s 9.11	40	90	11.5				s 5.37	Lf 4.30PM	L 12.55AM	1.25	L 11.50AM	
			10.50				f 9.15	32		13.1				f 5.32			1.10		
			10.58				s 9.20	60		15.3				s 5.27			12.45		
			11.05				s 9.23	9		16.2				s 5.24			12.30		
			11.15				f 9.28	20		17.1				f 5.20			12.25PM		
			11.55				f 9.37			21.4				s 5.13			11.55		
			12.30PM				s 9.46	21	75	23.3				s 5.08			11.30		
			1.00				s 10.00	8		28.6				s 4.55			10.50		
			1.45				s 10.15	21	30	32.9				s 4.45			10.15		
			2.15				s 10.24	19		36.9				s 4.35			9.55		
			3.00				s 10.39	32	40	41.5				s 4.19			9.31		
			3.20				f 10.46	48		43.6				f 4.14			9.23		
			3.32				f 10.53	25	15	46.5				f 4.06			9.11		
			4.02				s 11.00	24	30	47.5				s 4.02			9.05		
			4.30				s 11.08			49.9				s 3.55			8.52		
			A 5.05PM				s 11.56			49.9				s 3.05					
							s 12.14PM	35	40	54.0				s 2.54			L 8.30AM		
							f 12.18			54.7				f 2.46					
							f 12.35	7		59.9				f 2.28					
							f 12.52	50	64.1					f 2.13					
							f 12.58	15	65.1					f 2.09					
							A 1.10PM	25	67.5					L 2.00PM					
			8.00	1.00	.55	.27	4.30							4.15	.35	1.5	6.15	1.15	
			6.8	11.0	12.3	25.0	17.6							18.6	23.3	10.	9.3	8.6	
										Schedule Time									
										Average Speed Per Hour									

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		Capacity of Sidings in Cars		Time Table No. 7 In effect May 16, 1920				FIRST CLASS		THIRD CLASS			
				193	161	117				STATIONS				118	194	196	162	
				Way Freight	Time Freight	Passenger								Passenger	Way Freight	Way Freight	Time Freight	
				Daily Except Sun.	Daily Except Sat.	Daily								Daily	Daily Except Mon.	Daily Except Sun.	Daily Except Sun.	
				L 9:00 <sup>AM</sup>	L 11:30 <sup>PM</sup>	Lf 2:32 <sup>PM</sup>	90	0.0	-----	SALSICH JCT.	97.1	SJ		YR	As 4:30 <sup>PM</sup>	A 11:50 <sup>AM</sup>		A 12:55 <sup>AM</sup>
				9:20	11:38	f 2:39	12	3.5	3.5	LOVELAND	93.6		No Office		f 4:22	11:30		12:25 <sup>AM</sup>
				9:40	11:55 <sup>162</sup>	f 2:46	48	8.1	4.6	GREENDALE	89.0		No Office	W	f 4:13	11:10		11:55 <sup>161</sup>
						2:52		11.7	3.6	ROY	85.4		No Office		4:06			
				10:30 <sup>191</sup>	12:15 <sup>AM</sup>	s 3:00	41	50	4.1	McKENNA	81.3	MC	5:15 <sup>PM</sup> to 7:15 <sup>AM</sup>	Y	s 3:58	10:30 <sup>193</sup>		11:25
				11:00	12:40	s 3:15	42	23.5	7.7	RAINIER	73.9	RN	5:00 <sup>PM</sup> to 8:00 <sup>AM</sup>		s 3:44	9:45		10:55
				11:50	1:05	f 3:30 <sup>118</sup>	39	31.1	7.6	OFFUTT LAKE	66.0		No Office	W	s 3:30 <sup>117</sup>	9:05		10:30
				12:30 <sup>PM</sup>	1:50	s 3:48 <sup>196</sup>	36	60	6.1	MAYTOWN	59.9	MT	5:00 <sup>PM</sup> to 8:00 <sup>AM</sup>	RYJ	s 3:14	L 8:30 <sup>AM</sup>	A 3:45 <sup>PM</sup>	10:10 <sup>117</sup>
				12:55	2:01	f 4:00	26	20	4.0	MUMBY	55.9		No Office		f 3:01		3:20	9:55
				1:20	2:20	s 4:16		7	5.4	ROCHESTER N. P. Crossing	50.5	RH	5:00 <sup>PM</sup> to 8:00 <sup>AM</sup>		s 2:49		2:55	9:35
				A 1:30 <sup>PM</sup>	A 2:43 <sup>AM</sup>	As 4:25 <sup>PM</sup>		48.6	2.0	HELISING JCT.	48.5		No Office	K	La 2:45 <sup>PM</sup>		L 2:50 <sup>PM</sup>	L 9:30 <sup>PM</sup>
								50.1	1.5	INDEPENDENCE	47.0			R				
								54.7	4.6	BALCH	42.4							
								58.6	3.9	CEDARVILLE	38.5							
								62.9	4.3	LANKNER	34.2							
								65.2	2.3	RONY	31.9							
								67.3	2.1	SAGINAW	29.8							
								68.9	1.6	SOUTH ELMA	28.2							
								72.7	3.8	FULLER	24.4							
								78.9	6.2	SOUTH MONTESANO	18.2							
								80.4	1.5	MONTESANO	16.7							
								83.3	2.9	MELBOURNE	13.8							
								86.4	3.1	PREACHERS SLOUGH	10.7							
								89.5	3.1	NORTH RIVER JCT.	7.6							
								90.7	1.2	COSMOPOLIS	6.4							
								92.6	1.9	SOUTH ABERDEEN	4.5							
								93.6	1.0	ABERDEEN	3.5							
					A 6:00 <sup>AM</sup>	A 6:25 <sup>PM</sup>		97.1	3.5	HOQUIAM	0.0				L 12:45 <sup>PM</sup>			L 6:00 <sup>PM</sup>
				4:30	6:30	3:53				Schedule Time				3:45	3:20	.55	6:55	
				10.8	14.5	25.0				Average Speed Per Hour				25.4	11.2	11.9	13.6	

SPECIAL RULES

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

Between Helising 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 Helising 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, 2.6 miles east Offut Lake; Churchill, 1 mile west Offut Lake; Beaver Creek, 2 miles east Maytown. Train Register for Helising Junction is located at Independence.



**8 WESTWARD BETWEEN MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD**

SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 7				SYMBOLS See Special Rule Page 8	FIRST CLASS	SECOND CLASS
		Passing Tracks	Other Sidings	Distance from Maytown	STATIONS	Distance from Raymond	Office Closed Week Days			
261	217							218	262	
Freight	Passenger							Passenger	Freight	
Daily Except Sun.	Daily							Daily	Daily Except Sun.	
L 7.00AM	L 3.50PM	45	0.0	MAYTOWN	65.9	MT	6 PM to 8 AM	⊗-W-K-B-J O-R-Y-P	A 3.10PM	A 2.10PM
			1.5	Maytown Lbr. Co. Crossing	64.4			G		
f 7.20	f 4.04	68	7.3	ESSEX	58.6		No Office		f 2.54	f 1.40
f 7.35	f 4.11		10.7	Ford's Prairie Coal Co. Crossing FORAN	55.2		No Office	G	f 2.47	f 1.25
			12.5	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.	53.3			I		
s 8.15	s 4.18	69	13.9	CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P	s 2.40	s 1.10
			14.4	Nor. Pac. R. R. Crossing	51.4			G		
			17.2	2 Nor. Pac. R. R. Spur Crossings	48.7			G		
s 8.45	s 4.27	64	17.6	CHEHALIS	48.3	CH	5.30 PM to 8 AM	K-P-W	s 2.30	s 12.30PM
			19.7	Nor. Pac. R. R. Crossing	48.1			I		
f 8.55	f 4.35	13	21.6	JOY	44.3		No Office		f 2.18	f 11.50
f 9.00	f 4.40	62	23.8	WEST ADNA	42.1		No Office		f 2.13	f 11.35
f 9.10	f 4.49		27.4	RUTH	38.5		No Office	P	f 2.05	f 11.20
f 9.20	f 4.56		30.7	HOPDALE	35.2		No Office		f 1.58	f 11.10
f 9.30	f 5.01	8	33.2	MAYS	32.7		No Office		f 1.53	f 10.55
s 10.05	s 5.08	58	36.3	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6	YD	5.45PM to 8AM	G W-P	s 1.46	s 10.40
			36.4	Nor. Pac. R. R. Crossing				I		
s 10.20	s 5.13	18	37.6	Doty Lbr. Co. N. P. Spur Crossing DOTY	28.3	TY	6 PM to 8 AM	G P	s 1.41	s 10.20
			41.1	Doty Lbr. & Shgl. Co. Crossing				G		
			42.5	Doty Lbr. & Shgl. Co. Crossing				G		
10 50	f 5.34		46.8	DAVIS	19.1		No Office		f 1.21	9.40
11 00	f 5.38		48.2	BURT	17.7		No Office		f 1.16	9.30
11 10	f 5.40	58	49.1	BEDFORD	16.8		No Office	W-P	f 1.13	9.25
11 20	5.46		51.3	MACPHAIL	14.6		No Office		1.08	9.15
11 45	s 5.55	35	54.6	SUTICO	11.3	CO	6.30 PM to 8 AM	P	s 12.59	8.55
11 55	s 6.00	26	56.2	FIRDALE	9.7		No Office	W-P	s 12.54	8.40
12 10PM	f 6.10		59.4	MOOSE	6.5		No Office		f 12.45	8.25
12 20	f 6.17	6	62.1	LANDING	3.8		No Office	P	f 12.39	8.15
12 25	f 6.20		63.1	WILLAPA	2.8		No Office		f 12.36	8.10
218 12 33	f 6.24	37	64.5	SUNSET DUMP	1.4		No Office	P	261 f 12.33	8.05
A 1.00PM	A 6.30PM	26	65.9	RAYMOND Nor. Pac. R. R. Spur Crossing	0.0	RD	7 PM to 8 AM	⊗-W-K-B R-O-Y	L 12.30PM	L 8.00AM
6.0	2.40			Schedule Time					2.40	6.10
11.0	24.9			Average Speed Per Hour					24.9	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 1/4 miles west of Maytown.

**WESTWARD BETWEEN PARK JCT. AND ASHFORD—SUBDIVISION EASTWARD**

FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 7				FIRST CLASS		
33	31	Passing Tracks	Other Sidings	Distance from Park Jct.	STATIONS	Distance from Ashford	Office Closed Week Days	SYMBOLS See Special Rule Page 8	34	32
Passenger	Passenger								Passenger	Passenger
Daily	Daily								Daily	Daily
L 3.05PM	L 11.08AM			0.0	PARK JCT.	5.5	No Office	YR	As 11.56AM	As 3.55PM
f 3.18	f 11.18	15	3.5	3.5	NATIONAL	2.0	No Office		f 11.45	f 3.45
f 3.23	f 11.22	25	4.5	1.0	CAMP 17	1.0	No Office		f 11.40	f 3.40
As 3.30PM	As 11.28AM	16	5.5	1.0	ASHFORD	0.0	F	6.00PM to 8.00AM	R	L 3.35PM
.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 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  
R—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							THROUGH EFFICIENCY RATING
	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	
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	1600	1100	2200	2500	1992	
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.



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 derail 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 Sutica.
East Raymond.

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, Selleck, Wash.
Dr. W. D. Merrit, 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.

Handwritten notes and markings in the right margin, including numbers 11, 13, 14, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and a large '51'.



**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.
Waldalo.....	3.6 miles west of Ellensburg.
Taneum.....	2.6 miles west of Thorp.
Benson.....	5.5 miles west of Horlick.

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 east 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.
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 Benoy.
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.
Nully.....	Logs.....	1.5 miles west of Maytown.
Bordeaux.....	Mill.....	at Mumby.
Ninemiro & Morgan.....	Mill.....	at Helsing Jct.
Nat. Lbr. & Mfg. Co.....	Logs.....	at Cedarville.

National Park Line

Tilton 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 Wyo 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.
Horns.....	Logs.....	2.0 miles west of Cowlitz 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

Tebb.....	Mill.....	2.5 miles east of Contra'n.
Sparr.....	Logs.....	1.0 mile west of Essex.
Case Shingle Co.....	Logs.....	800 feet west of Firdale.

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
Elba.....	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
Sutco.....	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