

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

COAST DIVISION

TIME TABLE No. 8

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JULY 11, 1920

SUPERSEDING COAST DIVISION TIME TABLE NO. 7

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.

2 WESTWARD

OTHELLO TO CLE ELUM SUB-DIVISION

EASTWARD

THIRD CLASS	SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Pushing Tracks	Other Sidings	Distance from Othello	Time Table No. 8				Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS			THIRD CLASS
	95	315	63	263	15					17	STATIONS							16	18	64	74	316	96	
Way Freight	Mixed	Time Freight	Time Freight	Passenger	Passenger					In Effect July 11, 1920								Passenger	Passenger	Time Freight	Time Freight	Mixed	Way Freight	
Tues., Thurs., Sat.	Mon., Wed., Fri.	Daily	Daily	Daily	Daily													Daily	Daily	Daily	Daily	Tue., Thur., Sat.	Mon., Wed., Fri.	
	L 11.30AM	L 8.00AM	L 1.00AM	L 1.40PM	L 4.30AM		Yard	0.0	OTHELLO	98.7	SO		B@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	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	3.7 TAUNTON	89.5		No Office	P	4.28	f 2.15			6.05	6.30	f 5.50				
	s 12.30	9.05	18 2.05	2.00	s 4.57	70	20	14.9	5.7 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	24.6	9.7 SMYRNA	74.1		No Office	P	4.02	f 1.45			5.05	17 5.12	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	4.45	f 4.25				
L 6.15AM	15-16-64 s 2.15 L 4.15	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	s 1.25			315 4.10	4.15	s 4.00 A 2.05		A 1.00PM		
	A 4.20PM							38.8	1.0 BEVERLY JCT.	59.9		No Office	J							L 2.00PM				
6.25		10.55	74 4.00	2.43	5.42	70	10	40.6	1.8 COHASSETT	58.1		No Office	P	3.33	1.14			4.00	263 4.00			12.30		
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	3.35			12.15PM		
7.35		96 11.45	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	3.10			63 11.45			
8.05		12.10PM	5.10	3.26	6.24	70	7	52.9	3.3 CHEVIOT	45.8		No Office	P	3.03	12.44			2.35	2.45			11.05		
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	2.25			10.40		
8.50		64 1.30	5.50	3.50	6.50	70	10	62.1	5.5 RENSLAW	36.6		No Office	P	2.40	12.21			63 1.30	1.55			10.10		
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 12.10AM			1.00	1.30			s 9.45		
s 10.15		16 2.15	6.30	s 4.12	s 7.20	70	50	73.5	6.4 ELLENSBURG	25.2	NB	6.00PM to 8.00AM		s 63 2.15	s 11.55			12.20PM	1.00			s 9.10		
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 1.00PM 4.15PM to 7.15AM		2.02	f 11.40			11.55	12.35			f 8.35		
64 f 11.30		3.15	17-96 7.38 8.20	4.43	f 7.58	70	5	88.8	8.4 HORLICK	9.9		No Office	PW	1.47	f 11.25			95 11.30	12.01AM			f 17-263 7.58		
A 12.15PM		A 4.00PM	A 9.00AM	A 5.05PM	A 8.20AM		Yard	98.7	9.9 CLE ELUM	0.0	CM		@TOWCRB	L 1.30PM	L 11.08PM			L 11.00AM	L 11.30PM			L 7.00AM		
6.0	4.50	8.0	8.0	3.25	3.50				Schedule Time					3.15	3.27			8.00	8.00	4.30		6.00		
10.1	8.0	12.3	12.3	28.9	26.2				Average Speed per Hour					30.3	28.7			12.3	12.3	9.12		10.1		

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 between Kittitas and Beverly, 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.
 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.

THIRD CLASS			SECOND CLASS				FIRST CLASS			Capacity of Sidings in Cars		Time Table No. 8				Distance from Seattle		Office Closed Week Days		SYMBOLS See Special Rule Page 8	FIRST CLASS			SECOND CLASS			THIRD CLASS	
91			395		63	263	15	43	17	Passing Tracks	Other Sidings	Distance from Cle Elum	In effect July 11, 1920				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	16	44	18	64	74	396	92	
Way Freight			Mixed		Time Freight	Time Freight	Passenger	Passenger	Passenger				STATIONS								Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	Way Freight	
Tues., Thurs. and Sat.			Daily Except Sun.		Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Mon., Wed. and Fri.								
L 7.00AM			No. 395 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.		L 9.00PM ⁷⁴	L 6.00PM	L 5.15PM	L 8.30AM ⁶⁴	Yard	0.0	CLE ELUM	89.8	CM	No Office	⊕WCORTB	As 1.20PM	As 10.58PM	A 8.10AM ¹⁷	A 9.00PM ⁶³	No. 396 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.		A 3.00PM						
64 7.35					9.25	6.30	5.29	8.44	70	28	7.5	LAVENDER ^{7.5}	82.3	No Office	P	1.03	10.40	7.35 ⁹¹	8.20			2.30						
7.50					9.40	6.45	5.36	f 8.53	65	30	11.6	EASTON ^{4.1}	78.2	EA	11.00PM to 7.00AM	YK	12.55	f 10.31	7.20			8.05	2.15					
8.20					10.11 ¹⁸	7.25 ⁷⁴	5.51	9.08	70	15	20.1	WHITTIER ^{8.5}	69.7	No Office	P	W5ME	12.37	10.11 ⁶³	6.45			7.25 ²⁶³	1.40					
8.50					10.45	8.05	6.10	f 9.30	E75 W80	24	29.0	KEECHELUS ^{4.0}	65.7	No Office	P	W	12.26	f 10.02										
9.05					11.00	8.25	6.20 ⁷⁴	9.40	E85 W75	60	31.6	HYAK ^{4.9}	60.8	HY			12.17	f 9.53	6.10			6.40	1.05					
9.30					11.25	9.25 ¹⁸	6.34	f 9.54	70	10	36.7	ROCKDALE ^{2.6}	58.2	KD		WTI	12.07PM	9.43	5.55			6.20 ¹⁵	12.50					
17 9.54 10.22					11.50	10.00	6.49	f 10.08	91	22	42.0	BANDERA ^{5.1}	53.1	No Office	P		11.52	f 9.25 ²⁶³	5.30			5.50	12.25PM					
10.50					12.15AM	10.30	7.04	10.22	70	16	47.6	GARCIA ^{5.3}	47.8	GC	12.01AM to 8.00AM	W	11.38 ⁹²	f 9.06	5.05			5.25	16 11.52 11.24					
396-16 11.10 11.55					L 6.15AM	1.00	11.00	7.15 ⁴⁴	92 10.00AM	92 10.35	E80 W70	Yard	50.8	MY		WORYB@JZ	11.15 ⁹¹	As 7.05PM ¹⁵	8.40			4.15 3.30	4.35	91 11.55AM 17 10.35 13 10.00				
12.15PM			A 6.30AM							54.8	BAGLEY JCT. ^{4.0}	35.0	No Office	JP					L 11.40AM									
12.30			1.20	11.25	7.23	10.10	10.43	70	55.6	BARNESTON ^{0.8}	34.2	No Office	P	11.00	6.52	8.28	3.10	3.35	9.35									
12.50			1.35	11.40	7.29	f 10.17	10.53 ¹⁶	70	59.5	TRUDE ^{3.9}	30.3	No Office	P	10.53 ¹⁷	f 6.44	8.21	2.55	3.20	9.20									
A 1.05PM			2.00	12.05AM	7.36	f 10.22	11.03	70	62.1	LANDSBURG ^{2.6}	27.7	No Office	P		f 6.37				9.00									
A 2.20AM			A 12.25AM	A 7.42PM	A 10.35AM ¹⁶	A 11.13AM	85	14	67.8	NOBLE ^{2.3}	25.4	No Office	P	10.43	f 6.32	8.11	2.35	3.00										
			A 2.20AM	A 12.25AM	A 7.42PM	A 10.35AM ¹⁶	A 11.13AM	85	14	MAPLE VALLEY ^{3.4}	22.0	MV		WJR	L 10.35AM ⁴³	L 6.25PM	L 8.03PM	L 2.20AM ⁶³	L 2.45PM	L 8.45AM								
										71.6	CEDAR MOUNTAIN ^{3.8}	18.2																
										73.1	INDIAN ^{1.5}	16.7																
										74.6	ELLIOTT ^{1.5}	15.2																
										75.9	MAPLEWOOD FARM ^{1.3}	13.9																
										78.0	RENTON ^{2.1}	11.8	RN															
										80.4	BLACK RIVER ^{2.4}	9.4	BI															
										84.7	VAN ASSELT ^{4.3}	5.1																
										86.6	ARGO ^{1.9}	3.2																
A 3.00PM			A 5.00AM	A 2.00AM	A 8.45PM	A 11.30AM	A 12.15PM			89.8	SEATTLE ^{3.2}	0.0	OW FC			L 9.45AM	L 5.25PM	L 7.00PM	L 12.10AM	L 1.00PM	L 7.00AM							
8.			.15	8.	8.	3.30	1.40	3.45							3.35	1.50	3.58	8.	8.	.15	8.							
11.2			16.0	11.2	11.2	26.9	23.	24.2							25.2	21.5	22.4	11.2	11.2	16.0	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 831 and 833. 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 Hyak and Rockdale.

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.

THIRD CLASS										SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 8				FIRST CLASS		THIRD CLASS										
191		193		161		117		31		Passing Tracks	Other Sidings	Distance from Tacoma	In effect July 11, 1920				Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	32		118			162		192		194		
Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Except Sun.	Daily Except Sun.	Daily Except Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily Except Mon.	Daily Except Mon.	Daily Except Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
							L 2.05PM	L 8.40AM				TACOMA (Union Depot)	67.5	WR					A 6.15PM	A 5.05PM												
							L 2.07PM	8.42AM			0.3	N. P. JUNCTION	67.2		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	25th STREET	67.0	TC		⊗RB	Via Low Line	Via Low Line	A 2.00AM	A 2.45PM	A 1.05PM												
	9.10	8.05	10.35		2.09	8.44				0.9	30th STREET	66.6		No Office				6.08	4.58	1.55	2.40	1.00										
	9.40	8.30	10.59		f 2.17	a 8.55		16	65	3.4	HILLSDALE	64.1	B	6.00PM to 8.00AM			a 5.55	f 4.48	1.30	2.17	12.40											
					f 2.21	f 8.59			30	5.8	MIDLAND	61.7		No Office			f 5.49	f 4.42														
	10.00	8.45	11.12		2.24	9.02		52		7.2	ALLISON	60.3		No Office			5.45	4.38	1.10	1.45	12.15PM											
	10.37	A 9.00AM	A 11.30PM		Af 2.32PM	a 9.11		40	90	11.5	SALSICH JCT.	56.0	SJ		YR W 1/2 ME	a 5.37	Lf 4.30PM	L 12.55AM	1.25	L 11.50AM												
							f 9.15		32	13.1	BERKELEY	54.4		No Office			f 5.32			1.10												
	10.58						a 9.20		60	15.3	HARDING Wheeler Reese Lbr. Co. Crossing	52.2		No Office			a 5.27			12.45												
	11.05						a 9.23		9	16.2	GRAHAM	51.3		No Office			a 5.24			12.30												
	11.15						f 9.28		20	17.1	THRIFT	49.8		No Office			f 5.20			12.25PM												
	11.55						f 9.37			21.4	TANWAX JCT.	46.1	W	5.15PM to 8.00AM	Y	a 5.13			11.55													
	12.30PM						a 9.46		21	75	KAPOWSIN	44.2	K	5.15PM to 8.00AM	WO	a 5.08			11.30													
	1.00						a 10.00		8	28.6	CLAY CITY	38.9		No Office			a 4.55			10.50												
	1.45						a 10.15		21	30	EATONVILLE	34.6	V	5.00PM to 8.00AM	W	a 4.45			10.15													
	2.15						a 10.24		19	36.9	LA GRANDE	30.6		No Office			a 4.35			9.55												
	3.00						a 10.39		32	40	ALDER	26.0	AD	5.00PM to 8.00AM		a 4.19			9.31													
	3.20						a 10.46		48	43.6	RELIANCE	23.9		No Office			a 4.14			9.23												
	3.32						a 10.53		25	15	WILLIAMSON	21.0		No Office			a 4.06			9.11												
	4.02						a 11.00		24	30	ELBE	20.0	H	5.00PM to 8.00AM	W	a 4.02			9.05													
	4.30						a 11.08				PARK JCT.	17.6		No Office	RYJ	a 3.55			8.52													
	A 5.05PM						a 12.14PM		35	40	MINERAL	13.5	D	10.00PM to 6.30AM	WORB	a 2.54			L 8.30AM													
							f 12.18			54.7	EAST CREEK JCT.	12.8		No Office	Y	f 2.46																
							f 12.35		7	59.9	COWLITZ JCT.	7.6		No Office		f 2.28																
							f 12.52		50	64.1	EAST FORKS	3.4		No Office	W 1 Mi E	f 2.13																
							f 12.58		15	65.1	LINDBERG	2.4		No Office		f 2.09																
							A 1.10PM		25	67.5	MORTON	0.0	MO	5.00PM to 8.00AM	YR	L 2.00PM																
	8.00	1.00	.55		.27	4.30					Schedule Time					4.15	.35	1.5	6.15	1.15												
	6.8	11.0	12.3		25.0	17.6					Average Speed Per Hour					18.6	23.3	10.	9.3	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. 8 In effect July 11, 1920				FIRST CLASS		THIRD CLASS					
				193	161	117		STATIONS				118	194		196	162		
				Way Freight	Time Freight	Passenger		Capacity of Sidings in Cars	Distance from Salsich Jct.	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	Passenger	Way Freight	Way Freight	Freight	
				Daily Except Sun.	Daily Except Sat.	Daily												Passing Tracks
				L 9.00AM	L 11.30PM		Lf 2.32PM	90	0.0	97.1	SJ		YR	As 4.30PM		A 11.50AM		
				9.20	11.38		f 2.39	12	3.5	93.6		No Office		f 4.22		11.30		12.25AM
				9.40	11.55 ¹⁶²		f 2.46	48	8.1	89.0		No Office	W	f 4.13		11.10		11.55 ¹⁶¹
							2.52		11.7	85.4		No Office		4.06				
				¹⁹⁴ 10.30	12.15AM		s 3.00	41	50	81.3	MC	5.15PM to 7.15AM	Y	s 3.58		¹⁹³ 10.30		11.25
				11.00	12.40		s 3.15	42	23.5	73.9	RN	5.00PM to 8.00AM		s 3.44		9.45		10.55
				11.50	1.05		f 3.30 ¹¹⁸	39	31.1	66.0		No Office	W	s 3.30 ¹¹⁷		9.05		10.30
				12.30PM	1.50		s 3.48 ¹⁹⁶	36	60	59.9	MT	5.00PM to 8.00AM	RYJ	s 3.14		L 8.30AM	A 3.45PM ¹¹⁷	10.10
				12.55	2.01		f 4.00	26	20	55.9		No Office		f 3.01			3.20	9.55
				1.20	2.20		s 4.16	7	46.6	50.5	RH	5.00PM to 8.00AM		s 2.49			2.55	9.35
				A 1.30PM	A 2.43AM		As 4.25PM		48.6	48.5		No Office	K	Ls 2.45PM ¹⁹⁶			L 2.50PM ¹¹⁸	L 9.30PM
									50.1	47.0			R					
									54.7	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 6.25PM		97.1	0.0				L 12.45PM				L 6.00PM
				4.30	6.30		3.53							3.45		13.20	.55	6.55
				10.8	14.5		25.0							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 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 MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

THIRD CLASS	FIRST CLASS	Capacity of Sidings in Cars		Distance from Maytown	Time Table No. 8				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS	THIRD CLASS
		Passing Tracks	Other Sidings		In Effect July 11, 1920									
Way Freight	Passenger	Passing Tracks	Other Sidings	STATIONS	Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS	Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS	218	262
Daily Except Sun.	Daily												Passenger	Way Freight
L 7.00AM	L 3.50PM		45	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		5.8 ESSEX	58.6		No Office						f 2.54	f 1.40
f 7.35	f 4.11	5		3.4 Ford's Prairie Coal Co. Crossing	55.2		No Office	G					f 2.47	f 1.25
				1.8 N. P. and O. W. R. & N. R. R. Crossing	53.3			I						
				BLAKESLEY JCT.										
				1.3 CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P					s 2.40	s 1.10
				0.56 Nor. Pac. R. R. Crossing	51.4			G						
				2.79 2 Nor. Pac. R. R. Spur Crossings	48.7			G						
				0.41 CHEHALIS	48.3	CH	5.30 PM to 8 AM	K-P-W					s 2.30	s 12.30PM
				2.12 Nor. Pac. R. R. Crossing	48.1			I						
				3.88 JOY	44.3		No Office						f 2.18	f 11.50
				2.2 WEST ADNA	42.1		No Office						f 2.13	f 11.35
				3.6 RUTH	38.5		No Office	P					f 2.05	f 11.20
				3.3 HOPDALE	35.2		No Office						f 1.58	f 11.10
				2.5 MAYS	32.7		No Office						f 1.53	f 10.55
				3.1 Luedinghaus Bros. Crossing				G						
				Nor. Pac. R. R. Spur Crossing	29.6	YD	5.45PM to 8AM	W-P					s 1.46	s 10.40
				0.34 Nor. Pac. R. R. Crossing				I						
				0.96 Doty Lbr. Co. N. P. Spur Crossing				G						
262				DOTY	28.3	TY	6 PM to 8 AM	P					s 1.41	s 10.20
				3.45 Doty Lbr. & Shgl. Co. Crossing				G						
				1.44 Doty Lbr. & Shgl. Co. Crossing				G						
				4.31 DAVIS	19.1		No Office						f 1.21	9.40
				1.4 BURT	17.7		No Office						f 1.16	9.30
				0.9 BEDFORD	16.8		No Office	W-P					f 1.13	9.25
				2.2 MACPHAIL	14.6		No Office						1.08	9.15
				3.3 SUTICO	11.3	CO	6.30 PM to 8 AM	P					s 12.59	8.55
				1.6 FIRDALE	9.7		No Office	W-P					s 12.54	8.40
				3.2 MOOSE	6.5		No Office						f 12.45	8.25
				2.7 LANDING	3.8		No Office	P					f 12.39	8.15
				1.0 WILLAPA	2.8		No Office						f 12.36	8.10
				1.4 SUNSET DUMP	1.4		No Office	P					f 12.33	8.05
				1.4 RAYMOND	0.0	RD	7 PM to 8 AM	W-K-B R-O-Y					L 12.30PM	L 8.00AM
				Nor. Pac. R. R. Spur Crossing										
				Schedule Time									2.40	6.10
				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	Distance from Park Jct.	Time Table No. 8				Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS	
			33	31	34	32						
Passenger	Passenger	Passing Tracks	Other Sidings	In effect July 11, 1920				Passenger	Passenger	Passenger	Passenger	
Daily	Daily	STATIONS	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 3.05PM	L 11.08AM			0.0				5.5	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	L 11.35AM	L 3.35PM
											.21	.20
											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.

Standard Clock
W—Water
C—Coal
O—Oil
R—Register

SYMBOLS

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	OTHELLO TO BEVERLY	
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	TACOMA TO BEVERLY	BEVERLY TO OTHELLO	
K-1	3000	400	1600	1100	2200	2500	2500	1992	
N-1 & 2	5000	800	3500	2500	2500	5000	5000	3700	
E. F.	5000	1100	5000	3000	3600	5000	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.
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 and "Air Cut Out Cards" attached to 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. Freight trainmen will not be required to ride on top of trains in electrified territory unless some real emergency condition exists which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of a car. These instructions not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on, when necessary to do so.

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 or train dispatcher, 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 or train dispatcher, 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 Hillsdale |
| East and West Cle Elum | East and West Salsich Jct. |
| East and West Easton | East and West Tanwax Jct. |
| East and West Garcia | East and West Kapowsin |
| East and West Cedar Falls | East and West Eatonville |
| East Maple Valley | East and West Elbe |
| East and West Kent | East and West Camp 17 |
| East and West Auburn | East and West Mineral, Including East Creek Jct. |
| East and West Sumner | East Morton |
| East Tacoma Jct. | East and West McKenna |
| East and West Snoqualmie Falls | East and West Rainier |
| East and West Carnation | East and West Maytown |
| 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. | |

MILWAUKEE HOSPITAL ASSOCIATION

ASSOCIATION SURGEONS

- | | |
|--|---|
| Dr. Albert I. Bouffleur, Chief Surgeon, Seattle, Wash. | Dr. W. B. Mitchell, Local Surgeon, Sumner, Wash. |
| Dr. H. Eugene Allen, District Surgeon, Seattle, Wash. | Dr. B. E. Hoyer, Local Surgeon, Auburn, Wash. |
| Dr. H. G. Willard, Local Surgeon, Tacoma, Wash. | Dr. C. B. Hoffman, Local Surgeon, Kent, Wash. |
| Dr. C. Leaverton, Asst. Surgeon, Tacoma, Wash. | Dr. W. C. Speidel, Local Surgeon, Seattle, Wash. |
| Dr. Wm. B. McCreery, Local Surgeon, Tacoma, Wash. | Dr. A. Bronson, Local Surgeon, Renton, Wash. |
| Dr. Chas. R. McCreery, Asst. Surgeon, Tacoma, Wash. | Dr. F. J. Shadd, Local Surgeon, Selleck, Wash. |
| Dr. A. G. Nace, Asst. Surgeon, So. Tacoma, Wash. | Dr. W. D. Merritt, Local Surgeon, Enumclaw, Wash. |
| Dr. W. L. Ludlow, Local Surgeon, Kapowsin, Wash. | Dr. H. K. Stockwell, Local Surgeon, Monroe, Wash. |
| Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash. | Dr. E. A. Stafford, Local Surgeon, Snohomish, Wash. |
| Dr. S. Rogers, Local Surgeon, Mineral, Wash. | Dr. F. R. Hedges, Local Surgeon, Everett, Wash. |
| Dr. J. W. Pine, Local Surgeon, Morton, Wash. | Dr. F. W. McKnight, Local Surgeon, Cle Elum, Wash. |
| Dr. C. T. Pool, Local Surgeon, Rainier, Wash. | Dr. W. A. Taylor, Local Surgeon, Ellensburg, Wash. |
| Dr. J. H. Fitz, Local Surgeon, Montesano, Wash. | Dr. H. L. Petit, Local Surgeon, Chehalis, Wash. |
| Dr. J. B. Kinne, Local Surgeon, Aberdeen, Wash. | Dr. J. T. Coleman, Local Surgeon, Chehalis, Wash. |
| Dr. A. J. McIntyre, Local Surgeon, Hoquiam, Wash. | Dr. E. W. Stevens, Local Surgeon, Doty, Wash. |
| Dr. D. S. Barry, Local Surgeon, Puyallup, Wash. | Dr. MacLennan, Local Surgeon, Raymond, Wash. |
| | Dr. J. D. McCrary, Local Surgeon, Othello, Wash. |
| | Dr. A. H. Winkel, Local Surgeon, Kittitas, Wash. |

ASSOCIATION HOSPITALS

- | | | |
|--------------------------------------|--|---------------------------------------|
| Providence Hospital, Seattle, Wash. | Providence Hospital, Everett, Wash. | Riverside Hospital, Raymond, Wash. |
| Lakeside Hospital, Seattle, Wash. | Roslyn Cle Elum Hospital, Cle Elum, Wash. | St. Helen's Hospital, Chehalis, Wash. |
| St. Joseph's Hospital, Tacoma, Wash. | Ellensburg General Hospital, Ellensburg, 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 equipped with swing motion trucks will not exceed thirty-five miles per hour; when equipped 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.

Freight engines with single trucks will not be permitted to run in excess of thirty-five miles when handling or helping passenger trains

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 Levering 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.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.

35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

COMMERCIAL TRACKS

Othello-Cle Elum Line

Regal.....	3.5 miles east of Ellensburg.
Woldale.....	3.6 miles west of Ellensburg.
Tanquam.....	2.6 miles west of Thorp.
Benson.....	5.5 miles west of Horlick.

Cle Elum--Seattle Line

Bruff.....	3 miles East of Whittier.
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.
Cartier 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.
Naco.....	Coal 600 ft. 0.8 miles west of Cumberland.
Viezie.....	Industry 150 ft. 2.8 miles east of Enumclaw Jct.

Tacoma--Seattle Line

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

Grays Harbor Line

Kinsman.....	Log 1.5 miles west of Salich Jct.
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.
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.
Chester 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 Centralia.
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. Straub
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.....	10:00AM to Noon and 7:30PM to 9:30PM
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. WHITEMORE,

J. N. MITCHELL,

M. B. MARTINI,

W. A. MONROE,

J. W. BIRKBECK,

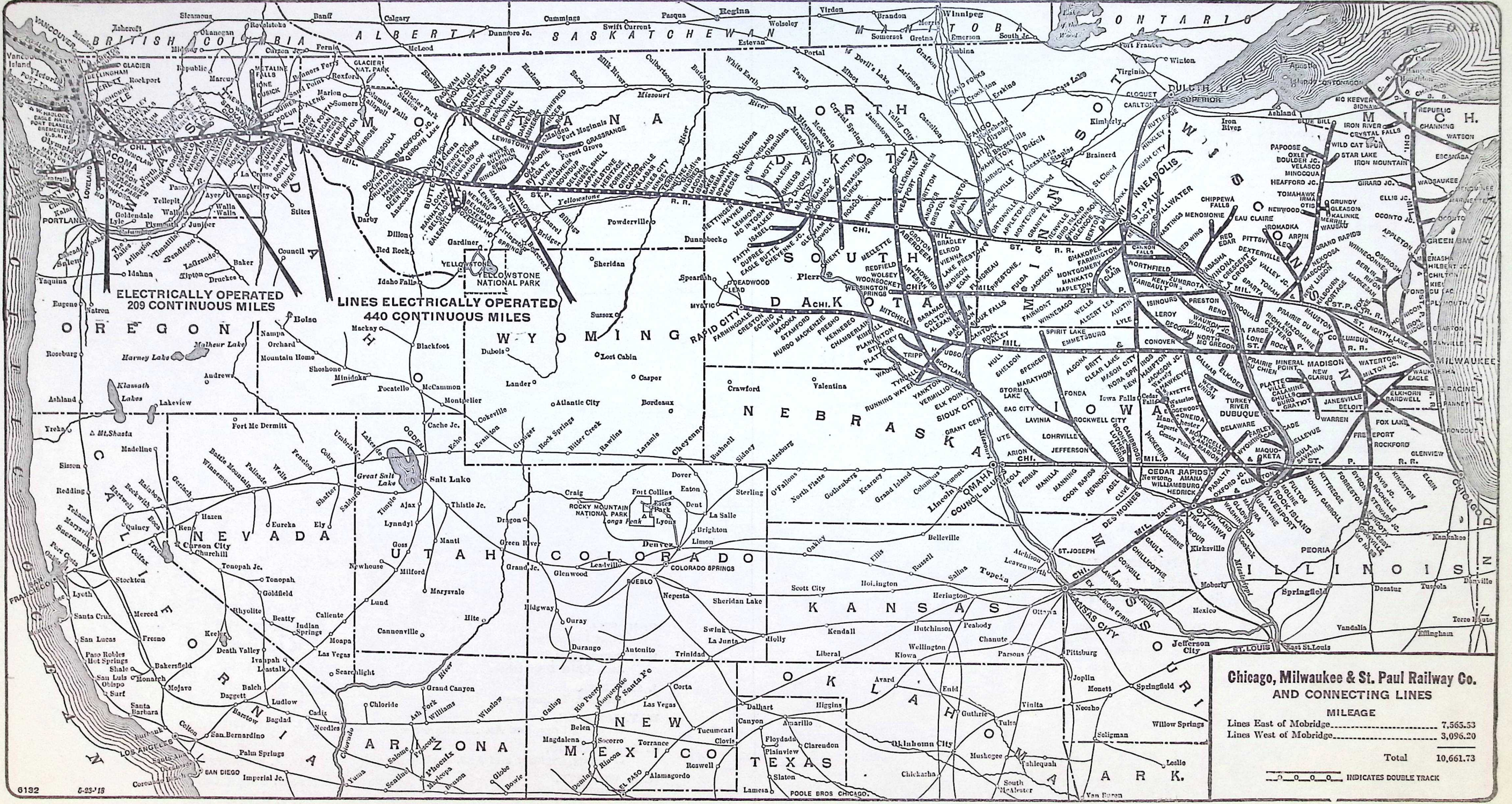
T. J. DEPUE,

Train Dispatchers.

D. W. BOH,

Train Dispatcher

Between Enumclaw and Enumclaw Jct.



ELECTRICALLY OPERATED
209 CONTINUOUS MILES

LINES ELECTRICALLY OPERATED
440 CONTINUOUS MILES

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

MILEAGE

Lines East of Moberge.....	7,565.53
Lines West of Moberge.....	3,096.20
Total	10,661.73

INDICATES DOUBLE TRACK