

# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

## COAST DIVISION

# TIME TABLE No. 11

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

PACIFIC OR 120th MERIDIAN TIME

# SUNDAY, SEPTEMBER 12, 1920

SUPERSEDING COAST DIVISION TIME TABLE NO. 10

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.



THIRD CLASS	SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars		Distance from Othello	Time Table No. 11 In Effect September 12, 1920	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS			SECOND CLASS			THIRD CLASS	
	95	315	63	263	15	17	Passing Tracks							Other Sidings	16	18	64	74	316		96
Way Freight	Mixed	Time Freight	Time Freight		Passenger	Passenger			STATIONS					Passenger	Passenger			Time Freight	Time Freight	Mixed	Way Freight
Mon., Wed., Fri.	Daily Except Sun.	Daily	Daily		Daily	Daily									Daily	Daily			Daily	Daily	Daily Except Sun.
L 6.30 <sup>AM</sup>		L 7 <sup>4</sup> 8.00 <sup>AM</sup>	L 1.00 <sup>AM</sup>		L 1.40 <sup>PM</sup>	L 4.05 <sup>AM</sup>	Yard	0.0	OTHELLO	98.7	SO		B@TORWC	A 4.45 <sup>PM</sup>	A 2.50 <sup>AM</sup>			A 7.00 <sup>PM</sup>	A 7.50 <sup>AM</sup>		A 3.50 <sup>PM</sup>
f 7.00 <sup>74</sup>		8.25	1.30		1.47	4.13	70	5.5	ANSON	93.2		No Office	P	4.35	2.37			6.20	7.00 <sup>95</sup>		f 3.20
f 7.15		8.40	1.45		1.52	f 4.20	70	9.2	TAUNTON	89.5		No Office	P	4.28	f 2.30			6.05	6.40		f 3.10
s 7.35		9.05	1 <sup>18</sup> 2.19		2.00	s 4.32	70	14.9	CORFU	83.8	CF		W	4.18	f 2.19 <sup>263</sup>			5.40	6.10		s 2.45
f 8.05		9.45	2.50		2.13 <sup>96</sup>	f 4.47	70	24.6	SMYRNA	74.1		No Office	P	4.02	f 1.59			5.05	5.25		f 2.13 <sup>15</sup>
f 8.30		10.10	3.15		2.22	4.57 <sup>74</sup>	70	31.1	JERICO	67.6		No Office	P	3.53	f 1.49			4.40	4.57 <sup>17</sup>		f 1.30
9.00	L 16-64 4.10 <sup>PM</sup>	10.40	3.40		s 2.35 <sup>316</sup>	s 5.07	70	37.8	BEVERLY	60.9	BV		@OYBWC	s 3.44 <sup>315</sup>	s 1.39			3.15 4.10	4.15	A 2.10 <sup>PM</sup>	12.50
	A 4.15 <sup>PM</sup>							38.8	BEVERLY JCT.	59.9		No Office	J							L 2.05 <sup>PM</sup>	
9.10		10.55	3.55 <sup>74</sup>		2.43	5.17	70	40.6	COHASSET	58.1		No Office	P	3.33	1.30			4.00	3.55 <sup>263</sup>		12.20
9.35		11.15	4.20		2.53	f 5.28	42	44.1	DORIS	54.6		No Office	P	3.24	f 1.22			3.45	3.35		12.05 <sup>PM</sup>
10.00		11.45 <sup>96</sup>	4.45		16-64 3.12	f 5.46	70	49.6	RYE	49.1	RY		W	6-15 3.12	f 1.10			15 3.20	3.10		63 11.45
10.20		12.10 <sup>PM</sup>	5.05		3.26	5.59	70	52.9	CHEVIOT	45.8		No Office	P	2.59	1.02			2.35	2.50		11.20
10.45		12.50	5.25		3.38	s 6.11	70	56.6	BOYLSTON	42.1	BX		W	2.51	s 12.55			2.10	2.30		11.00
11.05		1.30 <sup>64</sup>	5.45		3.50	6.24	70	62.1	RENSLOW	36.6		No Office	P	2.36	12.40			63 1.30	2.00		10.30
s 11.35		1.50	6.05		f 4.00	s 6.38	70	67.1	KITTITAS	31.6	KY		@BYWO	f 2.27	s 12.30			1.00	1.40		f 10.10
s 12.20 <sup>64</sup>		16 2.13	6.35 <sup>17</sup> 7.10		s 4.12	s 6.53 <sup>263</sup>	70	73.5	ELLENSBURG	25.2	NB	6.00PM to 8.00AM		s 2.13 <sup>63</sup>	s 12.17			12.20 <sup>95</sup>	1.15		s 9.30
f 1.00		2.40	7.45		4.24	f 7.10	70	80.4	THORP	18.3	RP	12 Noon to 1.00PM 4.15PM to 7.15AM		2.00	f 12.03 <sup>AM</sup>			11.55	12.50		f 8.55
f 1.46 <sup>16</sup>		3.15	8.20 <sup>96</sup>		4.43	f 7.29	70	88.8	HORLICK	9.9		No Office	PW	95 1.46	f 11.48			11.30	12.20 <sup>AM</sup>		263 f 8.20
A 2.30 <sup>PM</sup>		A 4.00 <sup>PM</sup>	A 9.00 <sup>AM</sup>		A 5.05 <sup>PM</sup>	A 7.50 <sup>AM</sup>	Yard	98.7	CLE ELUM	0.0	CM		@TOWCRB	L 1.30 <sup>PM</sup>	L 11.30 <sup>PM</sup>			L 11.00 <sup>AM</sup>	L 11.50 <sup>PM</sup>		L 7.50 <sup>AM</sup>
8.0	0.05	8.0	8.0		3.25	3.45			Schedule Time					3.15	3.20			8.00	8.00	0.05	8.00
12.3	12.0	12.3	12.3		29.0	26.7			Average Speed per Hour					30.8	29.6			12.3	12.3	12.0	12.3

**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.

At meeting points made by special order between freight trains or between passenger trains, at points on mountain grade, between Kittitas and Beverly, the ascending train will take the 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 Othello to Beverly and Cle Elum to Kittitas on flag.

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

**MAXIMUM SPEED PERMISSIBLE**

**Passenger Trains**  
 Between Othello and Beverly.....50 M. P. H.  
 Between Beverly and Kittitas.....28 M. P. H.  
 Between Kittitas and Cle Elum.....50 M. P. H.

**Freight Trains**  
 Between Othello and Beverly.....20 M. P. H.  
 Between Beverly and Kittitas.....18 M. P. H.  
 Between Kittitas and Cle Elum.....20 M. P. H.

See other speed restrictions on page 14.



THIRD CLASS			SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 11				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS			SECOND CLASS			THIRD CLASS	
93	91		395	63	263	15	43	17			In effect September 12, 1920								16	44	18	64	74	396	92	94
Way Freight	Way Freight		Mixed	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passing Trains	Other Sidings	STATIONS				Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed	Way Freight	Way Freight				
Daily Except Sun.	Tues., Thurs. and Sat.		Daily Except Sun.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Mon., Wed. and Fri.	Daily Except Sun.				
	L 8:15 <sup>64</sup> AM			L 9:00 <sup>74</sup> PM	L 6:00 <sup>63</sup> PM	L 5:15 <sup>15</sup> PM		L 8:00 <sup>61</sup> AM		Yard	0.0	.....CLE ELUM.....	89.8	CM		WCORTB	A 1:20 <sup>16</sup> PM		A 11:20 <sup>17-91</sup> AM	A 9:00 <sup>63</sup> PM		A 8:00 <sup>92</sup> PM				
	8:55			9:35	6:30	5:29		8:14	70	28	7.5	.....LAVENDER.....	82.3		No. Office	P	1:03		11:02	7:25	8:20		7:10			
	9:15			9:50	6:45 <sup>92</sup>	5:36		f 8:22	65	30	11.6	.....EASTON.....	78.2	EA	11:00PM to 7:00AM	YK	12:55		f 10:53	7:10	8:05		263 6:45			
	10:00			10:33 <sup>18</sup>	7:25 <sup>74</sup>	5:51 <sup>92</sup>		8:37	70	15	20.1	.....WHITTIER.....	69.7		No Office	P W5ME	12:37		6:35	7:25 <sup>63</sup>		15 5:51				
						6:00		f 8:45			24.1	.....KEECHELUS.....	65.7		No Office	P W	12:26		f 10:25							
	10:45			11:05	8:05	6:10		f 8:55	E75 W80	24	29.0	.....HYAK.....	60.8	HY			12:17		f 10:16	6:00	6:40		5:00			
	11:05			11:20	8:20	6:20 <sup>74</sup>		s 9:05	E85 W75	60	31.6	.....ROCKDALE.....	58.2	KD		WTI	s 12:07 <sup>16</sup> PM		s 10:06	5:45	6:20 <sup>15</sup>		4:45			
	11:52 <sup>16</sup>			11:45	8:50	6:34		f 9:19	70	10	36.7	.....BANDERA.....	53.1		No Office	P	11:52 <sup>91</sup>		f 9:48	5:20	5:50		4:10			
	12:25 <sup>16</sup> PM			12:10 <sup>18</sup> AM	9:30	6:49		f 9:33	70	22	42.0	.....GARCIA.....	47.8	GC	12:01AM to 8:00AM	W	11:38		f 9:30 <sup>263</sup>	4:50	5:25		3:35			
	12:50			12:35	10:00	7:04		9:47	70	16	47.6	.....RAGNAR.....	42.2		No Office	P	11:24		9:12	4:20	4:50		2:50			
L 2:00 <sup>94</sup> PM	A 1:15 <sup>94</sup> PM		L 6:15 <sup>94</sup> AM	1:00	10:45	7:15 <sup>44</sup>	L 10:30 <sup>94</sup> AM	s 10:00	E80 W70	Yard	50.8	.....CEDAR FALLS.....	39.0	MY		WORYB@JZ	s 11:15	As 7:05 <sup>15</sup> PM	s 9:06	4:05 3:30	4:35	A 11:55 <sup>93</sup> AM	L 2:30 <sup>93</sup> PM	A 1:30 <sup>93</sup> PM		
			A 6:30 <sup>94</sup> AM								54.8	.....BAGLEY JCT.....	35.0		No Office	JP						L 11:40 <sup>93</sup> AM				
	2:25			1:20	11:25	7:23	s 10:42	10:10	70		55.6	.....BARNESTON.....	34.2		No Office	P	11:00		6:52	8:54	3:10	3:35		1:10		
	2:40			1:35	11:40	7:29	f 10:53 <sup>16</sup>	10:17	70		59.5	.....TRUDE.....	30.3		No Office	P	10:53 <sup>43</sup>		f 6:44	8:47	2:55	3:20		12:55		
							f 10:58			10	62.1	.....LANDSBURG.....	27.7		No Office	P			f 6:37							
	3:00 <sup>74</sup>			2:00	12:05 <sup>AM</sup>	7:36	f 11:03	10:26	70	18	64.4	.....NOBLE.....	25.4		No Office	P	10:43		f 6:32	8:37	2:35	3:00 <sup>93</sup>		12:30		
A 3:30 <sup>74</sup> PM			A 2:20 <sup>64</sup> PM	A 12:25 <sup>AM</sup>	A 7:42 <sup>PM</sup>	As 11:13 <sup>AM</sup>	A 10:35 <sup>16</sup> AM	85	14	67.8	.....MAPLE VALLEY.....	22.0	MV		WJR	L 10:35 <sup>17</sup> AM	Lf 6:25 <sup>PM</sup>	L 8:30 <sup>PM</sup>	L 2:20 <sup>63</sup> AM	L 2:45 <sup>PM</sup>			L 12:15 <sup>PM</sup>			
											71.6	.....CEDAR MOUNTAIN.....	18.2													
											73.1	.....INDIAN.....	16.7													
											74.6	.....ELLIOTT.....	15.2													
											75.9	.....MAPLEWOOD FARM.....	13.9													
											78.0	.....RENTON.....	11.8	RN												
											80.4	.....BLACK RIVER.....	9.4	BI												
											84.7	.....VAN ASSELT.....	5.1													
											86.6	.....ARGO.....	3.2													
				A 5:00 <sup>AM</sup>	A 2:00 <sup>AM</sup>	A 8:45 <sup>PM</sup>	A 12:15 <sup>PM</sup>	A 11:45 <sup>AM</sup>			89.8	.....SEATTLE.....	0.0	OW FC			L 9:45 <sup>AM</sup>	L 5:25 <sup>PM</sup>	L 7:30 <sup>PM</sup>	L 12:10 <sup>AM</sup>	L 1:00 <sup>PM</sup>					
1:30	5:00		.15	8.	8.	3:30	1:45	3:45				Schedule Time				3:35	1:50	3:50	7:50	8.	.15	5:30	1:15			
11.4	10.1		16.0	11.2	11.2	25.6	22.9	24.2				Average Speed Per Hour				24.9	21.6	23.5	11.3	11.2	16.0	9.1	15.4			

SPECIAL RULES

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

**Passenger Trains**  
 Between Cle Elum and Hyak..... 50 M. P. H.  
 Between Hyak and Cedar Falls..... 25 M. P. H.  
 Between Cedar Falls and Maple Valley..... 50 M. P. H.

**Freight Trains**  
 Between Cle Elum and Hyak..... 20 M. P. H.  
 Between Hyak and Cedar Falls..... 18 M. P. H.  
 Between Cedar Falls and Maple Valley..... 20 M. P. H.  
 See other speed restrictions on page 14.

Nos. 395 and 396 will lose both class and schedule between Cedar Falls and Bagley when 30 minutes or more late.  
 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 43-7, Westbound, between Garcia and Bandera.  
 Signal 35-6, on bracket post at West end of double track, Rockdale.

Signal 45-6, Eastbound, at East headblock, Garcia.  
 Signal 36-0, Eastbound, at West headblock, Rockdale.  
 Signal 25-4, Eastbound, between Hyak and Whittier.

**MOUNTAIN GRADE:** Between Rockdale and Cedar Falls.  
 At meeting points made by special order between freight trains or between passenger trains at Ranger, Garcia or Bandera, the ascending train will take siding unless otherwise specified in the order.  
 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.  
 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.







BLACK RIVER TO TACOMA SUBDIVISION—EASTWARD

FIRST CLASS					Time Table No. 11 In effect September 12, 1920	STATIONS	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS				THIRD CLASS		
562	18	16	564	692							64			976	94		
O-W.R. & N. Passenger Daily	Passenger Daily	Passenger Daily	O-W.R. & N. Passenger Daily	O-W.R. & N. Time Freight Daily							Time Freight Daily			O-W.R. & N. Way Freight Daily Except Sun.	Way Freight Daily Except Sun.		
	A 7.15PM	A 9.35AM			SEATTLE	37.6											
					3.4 ARGO N. P. O-W. R. & N. Crossing	34.2											
					1.6 VAN ASSELT	32.6											
A 10.30PM	A 6.54PM	A 9.14AM	A 6.00AM		4.4 BLACK RIVER Northern Pacific Crossing	28.2	BI			YWRIKJ	A 6.25AM	A 10.00PM		A 2.45PM	A 11.00AM		
10.14	<sup>93</sup> 6.41	8.59	5.46		6.9 KENT	21.3	K	8.00PM to 7.00AM			6.05	<sup>15</sup> 9.35		2.15	<sup>561</sup> 10.33		
10.02	<sup>s</sup> 6.32	8.49	5.36		5.0 AUBURN	16.3	BR				5.52	9.10		1.55	9.40		
<sup>15</sup> 9.53	6.24	8.42	5.28		4.6 BENROY	11.7		No Office		P	5.40	8.50		1.40	9.15		
9.49	<sup>s</sup> 6.20	<sup>94</sup> 8.37	5.23		2.5 SUMNER	9.2	UX	6.00PM to 8.00AM		W	5.34	8.40		1.25	<sup>16</sup> 9.00 <sup>975</sup> 7.40		
9.45	<sup>f</sup> 6.17	<sup>975</sup> 8.33	5.20		1.7 NORTH PUYALLUP	7.5	PX	12.01AM to 8.00AM			5.30	8.35		<sup>17</sup> 1.13	7.30		
L 9.35PM	6.09	8.24	L <sup>692-63</sup> 5.10AM		5.5 TACOMA JCT.	2.0	JN			RJ@KB	L <sup>63-564</sup> 5.15AM	L <sup>93-691</sup> 8.15PM		L 12.45PM	L 7.00AM		
	L 6.00PM	L 8.15AM			2.0 TACOMA (C. M. & St. P. Depot)	0.0	TC			@RBK							
.55	1.15	1.20	.50		Schedule Time						1.10	1.45		2.00	4.00		
28.6	30.0	28.0	32.0		Average Speed Per Hour						23.5	15.0		13.1	6.5		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

All movements are governed by distant and home light 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..... 300 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.

Passenger trains will register by card at Tacoma Jct.

Automatic Block System is in use between Tacoma 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.

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.

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 **RIGHTHAND** 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.



THIRD CLASS		FIRST CLASS	Capacity of Sidings in Care		Distance from Cedar Falls	Time Table No. 11				Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	THIRD CLASS										
291	215	216	292			STATIONS	216	292	Passenger					Way Freight	Passenger	Way Freight	Passenger	Way Freight	Passenger	Way Freight	Passenger	Way Freight	Passenger	Way Freight	Passenger
Way Freight	Passenger	Passenger	Way Freight																						
Daily Except Sun.	Daily	Daily	Daily Except Sun.											Daily	Daily Except Sun.	Daily	Daily Except Sun.	Daily	Daily Except Sun.	Daily	Daily Except Sun.	Daily	Daily Except Sun.		
L 8:00AM	L 7:20PM				0.0	CEDAR FALLS			54.2	MY		@OYZ WRB	A 10:25AM	A 3:00PM											
f 8:30	f 7:35				5.9	5.9 TANNER Northern Pac. Ry. Crossing			48.3		No Office	K	f 10:06	f 2:00											
f 9:00	s 7:40			25	9	2.1 NORTH BEND			46.2	BE	5:00PM to 8:00AM	WYR	s 10:01	f 1:45											
f 9:53	s 7:50			35		3.2 SNOQUALMIE FALLS			43.0	Q	5:00PM to 8:00AM		s 9:53	f 1:10											
f 10:05	f 7:55			20		1.1 TOKUL			41.9		No Office		f 9:49	f 12:40PM											
f 10:30	s 8:06			11		4.6 FALL CITY			37.3		No Office		f 9:34	f 11:50											
f 11:00	s 8:20			35	12	5.4 CARNATION			31.9	J	5:00PM to 8:00AM	W	s 9:19	f 11:00											
f 11:20	s 8:28			32	30	3.3 STILLWATER			28.6		No Office		f 9:09	f 10:25											
f 11:50	s 8:42			30	75	5.4 DUVAL			23.2	VA	5:00PM to 8:00AM		s 8:57	f 10:00											
f 12:20PM	f 8:57			11	85	5.6 HIGH ROCK			17.6		No Office		f 8:45	f 9:25											
f 1:00	s 9:07			29	130	4.2 MONROE			13.4	MO	10:00PM to 7:30AM	WYK	s 8:36	f 9:00											
						0.6 G. N. RY. CROSSING			12.8		No Office														
f 1:15	f 9:12			15	7	1.2 WOODRUFF Threo Lakes Log Co's. Crossing			11.6		No Office	K	f 8:30	f 8:20											
f 1:45	s 9:25			40	30	5.1 SNOHOMISH			6.5	HO	4:30PM to 7:30AM		s 8:17	f 7:50											
f 2:00	f 9:30				75	2.2 RIVERVIEW			4.3		No Office		s 8:12	f 7:30											
						2.9 N. P. RY. CROSSING			1.4		No Office														
f 2:15	9:40				Yard	0.4 BELT YARD			1.0		No Office	KZ	8:04	f 7:15											
A 2:30PM	A 9:45PM					1.0 EVERETT			0.0	RT	11:00PM to 7:00AM	OBTWRZ	L 8:00AM	L 7:00AM											
6:30	2:25					Schedule Time							2:25	8:00											
8.3	23.4					Average Speed Per Hour							23.4	6.8											

**SPECIAL RULES**

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

Nos. 291 and 292 will carry passengers.

First class trains will stop at Edgewick and Novelty 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.

**MAXIMUM SPEED PERMISSIBLE**

**Passenger Trains**  
 Between Cedar Falls and Carnation.....25 M. P. H.  
 Between Carnation and Everett.....35 M. P. H.

**Freight Trains**  
 Between Cedar Falls and Carnation.....15 M. P. H.  
 Between Carnation and Everett.....20 M. P. H.  
 See other speed restrictions on page 14.







WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

										SECOND CLASS			Time Table No. 11				THIRD CLASS				
										395			In Effect September 12, 1920				396				
										Mixed			STATIONS				Mixed				
										Daily Except Sun.							Daily Except Sun.				
										L 6.30AM			17		0.0	.....BAGLEY JCT.....	17.5	No Office	R	A 11.40AM	
										a 6.55			37	13	2.2	..... <sup>2.2</sup> SELLECK..... Northern Pac. Ry. Crossing	15.3	No Office	W 1 Mi E	a 11.25	
										f 7.20			19		7.1	..... <sup>4.9</sup> PALMER..... Northern Pac. Ry. Crossing	10.4	No Office		f 10.55	
										f 7.30			15	46	8.4	..... <sup>1.3</sup> BAYNE.....	9.1	No Office		f 10.45	
										f 7.40				7	10.2	..... <sup>1.8</sup> CUMBERLAND..... Northern Pac. Ry. Crossing	7.3	No Office		f 10.35	
										f 7.50				6	13.3	..... <sup>3.1</sup> VEAZIE.....	4.2	No Office		f 10.20	
										f 8.00					15.5	..... <sup>2.2</sup> ENUMCLAW JCT.....	2.0	No Office	Y J	f 10.10	
										A 8.10AM			28	55	17.5	..... <sup>2.0</sup> 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.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains  
Between Bagley Jct. and Enumclaw.....25 M. P. H.

Freight Trains  
Between Bagley Jct. and Enumclaw.....15 M. P. H.  
See other speed restrictions on page 14.



THIRD CLASS					SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 11				FIRST CLASS		THIRD CLASS				
191	193	161	117	31	161	117	31	Passing Tracks	Other Sidings	Distance from Tacoma	In effect September 12, 1920	Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	32	118	162	192	194
Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS					Passenger	Passenger	Time Freight	Way Freight	Way Freight
Daily Except Sun.	Daily Except Sun.	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily Except Mon.	Daily Except Sun.	Daily Except Sun.
L 9.00AM	L 8.00AM	L 10.30PM	L 1.55PM	L 8.40AM						0.0	TACOMA (C. M. & St. P. Depot) ....	67.2	TC		⊕RBK	A 5.50PM	A 5.35PM	A 1.55AM	A 2.30PM	A 1.05PM
9.40	8.25	10.59	<sup>192</sup> f 2.07	s 8.52	16	65	3.1			3.1	HILLSDALE .....	64.1	B	6.00PM to 8.00AM		s 5.35	f 5.21	1.30	<sup>117</sup> f 2.07	12.40
			f 2.11	f 8.56			5.5			2.4	MIDLAND .....	61.7		No Office		f 5.26	f 5.14			
10.00	8.40	11.12	2.14	8.59			6.9			1.4	ALLISON .....	60.3		No Office		5.21	5.11	1.10	1.45	12.15PM
10.37	A 8.55AM	A 11.30PM	Af 2.22PM	s 9.07	40	90	11.2			4.3	SALSICH JCT. ....	56.0	SJ		YR W 1/2 ME	s 5.13	Lf 5.02PM	L 12.55AM	1.25	L 11.50AM
10.50				f 9.10	32		12.0			1.6	BERKELEY .....	54.4		No Office		f 5.08			1.10	
10.58				s 9.14			15.0			2.2	HARDING Wheeler Reese Lbr. Co. Crossing	52.2		No Office		s 5.03			12.45	
11.05				s 9.16			15.9			0.9	GRAHAM .....	51.3		No Office		s 5.01			12.30	
11.15				f 9.20			17.4			1.5	THRIFT .....	49.8		No Office		f 4.57			12.25PM	
<sup>192</sup> 11.55				f 9.28			21.1			3.7	TANWAX JCT. ....	46.1	W	5.15PM to 8.00AM	Y	s 4.51			<sup>191</sup> 11.55	
12.30PM				s 9.36	21	75	23.0			1.9	KAPOWSIN .....	44.2	K	5.15PM to 8.00AM	WO	s 4.46			11.30	
1.00				s 9.50			28.3			5.3	CLAY CITY .....	38.9		No Office		s 4.33			10.40	
1.40				<sup>192</sup> s 10.05	21	30	32.6			4.3	EATONVILLE .....	34.6	V	5.00PM to 8.00AM	W	s 4.23			<sup>31</sup> 10.05	
2.05				s 10.14	19		36.6			4.0	LA GRANDE .....	30.6		No Office		s 4.13			9.40	
2.45				s 10.29	32	40	41.2			4.6	ALDER .....	26.0	AD	5.00PM to 8.00AM		s 3.57			9.15	
3.00				s 10.36	48		43.3			2.1	RELIANCE .....	23.9		No Office		s 3.52			9.07	
3.15				s 10.43	25	15	46.2			2.9	WILLIAMSON .....	21.0		No Office		s 3.44			8.55	
<sup>32</sup> 3.39				s 10.50	24	30	47.2			1.0	ELBE .....	20.0	H	5.00PM to 8.00AM	W	s <sup>191</sup> 3.39			8.48	
4.20				s 10.58			49.6			2.4	PARK JCT. ....	17.6		No Office	RYJ	s <sup>32</sup> 3.33			8.35	
A 5.00PM				s 11.46						4.1	MINERAL .....	13.5	D	10.00PM to 6.30AM	WORB	s 2.32			L 8.15AM	
				f 12.08			54.4			0.7	EAST CREEK JCT. ....	12.8		No Office	Y	f 2.25				
				f 12.25			59.6			5.2	COWLITZ JCT. ....	7.6		No Office		f 2.10				
				f 12.42			63.8			4.2	EAST FORKS .....	3.4		No Office	W 1 Mi E	f 1.56				
				f 12.48			64.8			1.0	LINDBERG .....	2.4		No Office		f 1.53				
				A 1.00PM			25			2.4	MORTON .....	0.0	MO	5.00PM to 8.00AM	YR	L 1.45PM				
8.00	.55	1.00	.27	4.20							Schedule Time					4.05	.33	1.00	6.15	1.15
6.8	11.5	11.2	25.0	19.0							Average Speed Per Hour					21.9	20.3	11.2	9.3	9.0

SPECIAL RULES

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

MAXIMUM SPEED PERMISSIBLE

Passenger Trains  
 Between Tacoma and Tanwax Jct. .... 40 M. P. H.  
 Between Tanwax Jct. and Eatonville. .... 35 M. P. H.  
 Between Eatonville and Morton. .... 30 M. P. H.

Freight Trains  
 Between Tacoma and Morton. .... 20 M. P. H.  
 See other speed restrictions on page 14.

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

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. Hold 3.4 miles west Kapowsin.



THIRD CLASS				SECOND CLASS	FIRST CLASS		Time Table No. 11 In effect September 12, 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 11	Passenger	Way Freight	Way Freight	Freight
				Daily Except Sun.	Daily Except Sun.	Daily								Passing Tracks	Other Sidings	Daily	Daily Except Sun.
				L 9:00AM	L 11:30PM	Lf 2:22PM	90	0.0	SALSICH JCT.	97.1	SJ		YR	As 5:02PM	A 11:50AM		A 12:55AM
				9:20	11:38	f 2:29	12	3.5	3.5 LOVELAND	93.6		No Office		f 4:53	11:30		12:25AM
				9:40	11:55 <sup>162</sup>	f 2:37	48	8.1	4.6 GREENDALE	89.0		No Office	W	f 4:43	11:10		11:55 <sup>161</sup>
						2:44		11.7	3.6 ROY	85.4		No Office		4:35			
				194 10:30	12:15AM	s 2:52	41	50	4.1 McKENNA	81.3	MC	5:15PM to 7:15AM	Y	s 4:26	193 10:30		11:25
				11:00	12:40	s 3:07	42	23.5	7.7 RAINIER	73.9	RN	5:00PM to 8:00AM		s 4:10	9:45		10:55
				11:50	1:05	f 3:22	39	31.1	7.6 OFFUTT LAKE	66.0		No Office	W	s 3:54	9:05		10:30
				12:30PM	1:50	s 3:40 <sup>196-118</sup>	36	60	6.1 MAYTOWN	59.9	MT	5:00PM to 8:00AM	RYJ	s 3:40 <sup>117-196</sup>	L 8:30AM	A 11:18-117 3:25PM	10:10
				12:55	2:01	f 3:49	26	20	4.0 MUMBY	55.9		No Office		f 3:20		3:00	9:55
				1:20	2:20	s 4:00	7	46.6	5.4 ROCHESTER N. P. Crossing	50.5	RH	5:00PM to 8:00AM		s 3:14		2:35	9:35
				A 1:30PM	A 2:43AM	As 4:05PM		48.6	2.0 HELISING JCT.	48.5		No Office	K	Ls 3:10PM		L 2:30PM	L 9:30PM
								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 6:00AM	A 6:15PM		97.1	3.5 HOQUIAM	0.0				L 1:05PM			L 6:35PM
				4:30	6:30	3:53			Schedule Time					3:57	3:20	.55	6:20
				10.8	15.0	25.0			Average Speed Per Hour					24.5	11.2	11.9	15.2

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT No. 193 IS SUPERIOR TO No. 196.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains  
Between Salsich Jct. and Helising Jct. 40 M. P. H.

Freight Trains  
Between Salsich Jct. and Helising Jct. 20 M. P. H.  
See other speed restrictions on page 14.

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, 2.3 miles east Offutt Lake; Beaver Creek, 2 miles east Maytown.  
Train Register for Helising Junction is located at Independence.



FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 11			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	
33	31		In effect September 12, 1920							34	32
Passenger	Passenger	Passing Tracks	Other Sidings	Distance from Park Jct.	STATIONS			Passenger	Passenger		
Daily	Daily				Daily	Daily					
L 2.43PM	L 10.58AM			0.0	-----PARK JCT.-----	5.5	No Office	YR	As 11.46AM	As 3.33PM	
f 2.56	f 11.08	15		3.5	-----3.5 NATIONAL-----	2.0	No Office		f 11.35	f 3.23	
f 3.01	f 11.12	25		4.5	-----1.0 CAMP 17-----	1.0	No Office		f 11.30	f 3.18	
As 3.08PM	As 11.18AM	16		5.5	-----1.0 ASHFORD-----	0.0	F 6.00PM to 8.00AM	R	L 11.25AM	L 3.13PM	
.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 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.

**MAXIMUM SPEED PERMISSIBLE**

Passenger Trains

Between Park Jct. and Ashford.....20 M. P. H.

Freight Trains

Between Park Jct. and Ashford.....15 M. P. H.

See other speed restrictions on page 14.

**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  
f—Refreshments  
K—Connection with a Foreign Road

**TONNAGE RATING**

CLASS OF POWER	EASTWARD							
	TACOMA TO BLACK RIVER	BLACK RIVER TO CEDAR FALLS	CEDAR FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BOYLSTON	BOYLSTON TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
K-1	2500	950	500	3000	550	2200	2200	2030
N-1 & 2	5000	2200	1100	5000	1150	3000	3000	3445
E. F.	5000	3000	1400	5000	1500	3000	5000	3972
CLASS OF POWER	WESTWARD							THROUGH EFFICIENCY RATING
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CEDAR FALLS	CEDAR FALLS TO TACOMA		
K-1	3000	400	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.



WESTWARD BETWEEN MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

THIRD CLASS		FIRST CLASS		Capacity of Sidings in Cars		Distance from Maytown	Time Table No. 10 In Effect September 12, 1920			Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS	
261		217		Passing Trains	Other Sidings		STATIONS	218						262			
Way Freight		Passenger					Passenger		Way Freight								
Daily Except Sun.		Daily					Daily		Daily Except Sun.								
L 7.00 <sup>AM</sup>	L 7.00 <sup>AM</sup>	L 3.50 <sup>PM</sup>	L 3.50 <sup>PM</sup>	45	0.0	MAYTOWN	65.9	MT	6 PM to 8 AM	⊕-W-K-B-J O-R-Y-P	A 2.10 <sup>PM</sup>	A 2.10 <sup>PM</sup>	A 2.10 <sup>PM</sup>	A 2.10 <sup>PM</sup>			
					1.5	Maytown Lbr. Co. Crossing	64.4			G							
f 7.20	f 7.20	f 4.03	f 4.03	68	7.3	ESSEX	58.6		No Office		f 3.19	f 1.40	f 1.40	f 1.40			
f 7.35	f 7.35	f 4.09	f 4.09	5	10.7	Ford's Prairie Coal Co. Crossing FORAN	55.2		No Office	G	f 3.12	f 1.25	f 1.25	f 1.25			
					12.5	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.	53.3			I							
s 8.15	s 8.15	s 4.15	s 4.15	69	13.9	CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P	s 3.05	s 1.10	s 1.10	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 8.45	s 4.23	s 4.23	64	17.6	CHEHALIS	48.3	CH	5 PM to 8 AM	K-P-W	s 2.55	s 12.30 <sup>PM</sup>	s 12.30 <sup>PM</sup>	s 12.30 <sup>PM</sup>			
					19.7	Nor. Pac. R. R. Crossing	48.1			I							
f 8.55	f 8.55	f 4.31	f 4.31	13	21.6	JOY	44.3		No Office		f 2.43	f 11.50	f 11.50	f 11.50			
f 9.00	f 9.00	f 4.35	f 4.35	62	23.8	WEST ADNA	42.1		No Office		f 2.38	f 11.35	f 11.35	f 11.35			
f 9.10	f 9.10	f 4.44	f 4.44	18	27.4	RUTH	38.5		No Office	P	f 2.30	f 11.20	f 11.20	f 11.20			
f 9.20	f 9.20	f 4.51	f 4.51	12	30.7	HOPDALE	35.2		No Office		f 2.23	f 11.10	f 11.10	f 11.10			
f 9.30	f 9.30	f 4.56	f 4.56	8	33.2	MAYS	32.7		No Office		f 2.18	f 10.55	f 10.55	f 10.55			
s 10.05	s 10.05	s 5.03	s 5.03	58	36.3	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6	YD	5.15 PM to 8 AM	G W-P	s 2.11	s 10.40	s 10.40	s 10.40			
					36.4	Nor. Pac. R. R. Crossing				I							
s 10.20	s 10.20	s 5.08	s 5.08	18	37.6	Doty Lbr. Co. N. P. Spur Crossing DOTY	28.3	TY	5.30 PM to 8 AM	G P	s 2.06	s 10.20	s 10.20	s 10.20			
					41.1	Doty Lbr. & Shgl. Co. Crossing				G							
					42.5	Doty Lbr. & Shgl. Co. Crossing				G							
10 50	10 50	f 5.29	f 5.29	25	46.8	DAVIS	19.1		No Office		f 1.46	9.40	9.40	9.40			
11 00	11 00	f 5.33	f 5.33	25	48.2	BURT	17.7		No Office		f 1.41	9.30	9.30	9.30			
11 10	11 10	f 5.35	f 5.35	58	49.1	BEDFORD	16.8		No Office	W-P	f 1.38	9.25	9.25	9.25			
11 20	11 20	5.41	5.41	13	51.3	MACPHAIL	14.6		No Office		1.33	9.15	9.15	9.15			
11 45	11 45	s 5.50	s 5.50	35	54.6	SUTICO	11.3	CO	6 PM to 8 AM	P	s 1.24	8.55	8.55	8.55			
12 01 <sup>PM</sup>	12 01 <sup>PM</sup>	s 5.55	s 5.55	26	56.2	FIRDALE	9.7		No Office	W-P	s 1.19	8.40	8.40	8.40			
12 20	12 20	f 6.05	f 6.05		59.4	MOOSE	6.5		No Office		f 1.10	8.25	8.25	8.25			
12 35	12 35	f 6.12	f 6.12	6	62.1	LANDING	3.8		No Office	P	f 1.04	8.15	8.15	8.15			
12 45	12 45	f 6.15	f 6.15		63.1	WILLAPA	2.8		No Office		f 1.01	8.10	8.10	8.10			
218 12 58	218 12 58	f 6.19	f 6.19	37	64.5	SUNSET DUMP	1.4		No Office	P	f 12.58	8.05	8.05	8.05			
A 1.30 <sup>PM</sup>	A 1.30 <sup>PM</sup>	A 6.25 <sup>PM</sup>	A 6.25 <sup>PM</sup>	26	65.9	RAYMOND Nor. Pac. R. R. Spur Crossing	0.0	RD	6.45 PM to 8 AM	⊕-W-K-B R-O-Y	L 12.55 <sup>PM</sup>	L 8.00 <sup>AM</sup>	L 8.00 <sup>AM</sup>	L 8.00 <sup>AM</sup>			
6.30	6.30	2.35	2.35			Schedule Time					2.40	6.10	6.10	6.10			
10.4	10.4	26.3	26.3			Average Speed Per Hour					24.9	10.7	10.7	10.7			

Trains cannot meet and pass at Foran, Ruth, Hoppdale, Davis, Moose or Willapa.  
The bridge on spur track at Moose is unsafe.  
No. 217-218 stop on flag at Gibbons 3.1 miles West Maytown.  
Nos. 261-262 will carry passengers between Doty and Maytown.  
All trains must make regular crossing stop before crossing Maytown Lumber Co.'s Railroad 1 1/2 miles west of Maytown.

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.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Passenger Trains		MAXIMUM SPEED PERMISSIBLE		Freight Trains	
Between Maytown and MacPhail	35 M. P. H.	Between Maytown and MacPhail	18 M. P. H.	Between Maytown and MacPhail	18 M. P. H.
Between MacPhail and Firdale	25 M. P. H.	Between MacPhail and Firdale	15 M. P. H.	Between MacPhail and Firdale	15 M. P. H.
Between Firdale and Raymond	35 M. P. H.	Between Firdale and Raymond	20 M. P. H.	Between Firdale and Raymond	20 M. P. H.

See other speed restrictions on page 14.



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 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.

19. In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff or manual block system:

- Between
- { Beverly Jct. and Hanford
  - { Cedar Falls and Everett
  - { Bagley Jct. and Enumclaw
  - { Tacoma and Morton
  - { Park Jct. and Ashford
  - { Salsich Jct. and Helsing Jct.
  - { Maytown and Raymond

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the train dispatcher, except when communication cannot be had with the train dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of thirty minutes after the departure of the passenger train with clearance card, reading:

No. .... left ..... at  
 ..... and has not passed .....

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least thirty minutes after such passenger train has departed and may then move on its right or schedule but with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

**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 and West of Selleck   | East and West Elbe                               |
| East Maple Valley  | East and West Camp 17                            |
| East and West Kent   | East and West Mineral, Including East Creek Jct. |
| East and West Auburn   | East Morton                                      |
| East and West Sumner   | East and West McKenna                            |
| East Tacoma Jct.   | East and West Rainier                            |
| East and West Snoqualmie Falls   | East and West Maytown                            |
| East and West Carnation  |  |
| 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. Hoye, Local Surgeon, Auburn, Wash.        |
| Dr. H. G. Willard, Local Surgeon, Tacoma, Wash.        | Dr. C. B. Hoffman, Local Surgeon, Kent, Wash.       |
| Dr. C. Leaverton, Asst. Surgeon, Tacoma, Wash.         | Dr. W. C. Speidel, Local Surgeon, Seattle, Wash.    |
| Dr. Wm. B. McCreery, Local Surgeon, Tacoma, Wash.      | Dr. A. Bronson, Local Surgeon, Renton, Wash.        |
| Dr. Chas. R. McCreery, Asst. Surgeon, Tacoma, Wash.    | Dr. F. J. Shadd, Local Surgeon, Selleck, Wash.      |
| Dr. A. G. Nace, Asst. Surgeon, So. Tacoma, Wash.       | Dr. W. D. Merrit, 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.    |

**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:

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 Corfu, 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 Corfu 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.

**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 on maximum grade between Tacoma and Hillsdale will not exceed schedule time.

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

**WILLAPA HARBOR LINE**

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

**Hanford Line**

Bleakley.....	Industry.....	1.0 miles west of White Bluffs
---------------	---------------	--------------------------------

**Cle Elum--Seattle Line**

Miller & Dunn.....	U. S. R. S.....	0 75 mile west of Whittier.
Meadow Creek.....	Logs.....	2.5 miles west of Whittier.
Ortman.....	Logs.....	0.5 miles west of Keechelus.
Carter Creek.....	Logs.....	0.3 miles west of Bandera.
Skagit Log Co.....	Logs.....	At Garcia.
Kent Lumber Co.....	Mill.....	1.1 miles east of Bagley Jct.

**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 Tauner.
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.

**Tacoma--Seattle Line**

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

**Grays Harbor Line**

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.
Betehard.....	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.
Falske Spur.....	Logs.....	2.8 miles east of Offut Lake.
Des Chutes.....	Mill.....	0.5 miles west of Gregory.
Churchill.....	Logs.....	1.0 mile west of Offut Lake.
Beaver Creek.....	Mill.....	2.0 miles east of Maytown.
Nulty.....	Logs.....	1.5 miles west of Maytown.
Bordeaux.....	Mill.....	at Mumby.
Ninemire & Morgan.....	Mill.....	at Helsing Jct.
Nat. Lbr. & Mfg. Co.....	Logs.....	at Cedarville.

**National Park Line**

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 east 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.
Flynn.....	Log.....	2.0 miles west of Mineral.
Hardy.....	Log.....	2.0 miles east of Mineral.
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.
Divido.....	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 Jo
Cheaser 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**

Tobb.....	Mill.....	2.5 miles east of Central'a.
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
Ragmar.....	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
Sutco.....	12:15PM to 2:15PM and 4:30PM to 6:30PM
Othello.....	Continuous.
Corfu.....	Continuous.
Beverly.....	Continuous.
Rye.....	Continuous.
Boylston.....	Continuous.
Kititas.....	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.
- F. BUCHANAN,**  
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,**
- W. A. MONROE,**
- M. B. MARTINI,**
- J. N. MITCHELL,**
- S. C. WHITTEMORE,**
- F. A. ROACH,**
- J. W. BIRKBECK,**
- T. J. DEPUE,**
- C. M. OWEN,**  
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 Moberg.....	7,565.33
Lines West of Moberg.....	3,096.20
<b>Total</b>	<b>10,661.73</b>

INDICATES DOUBLE TRACK