

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

COAST DIVISION

TIME TABLE No. 12

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, NOVEMBER 21, 1920

SUPERSEDING COAST DIVISION TIME TABLE NO. 11

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. 12				FIRST CLASS		SECOND CLASS			THIRD CLASS		
	95	315	63	263	15	17	Passing Tracks		Other Sidings	In Effect November 21, 1920				16	18	64	74		316	96
Way Freight	Mixed	Time Freight	Time Freight		Passenger	Passenger			STATIONS	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	Passenger	Passenger	Time Freight	Time Freight	Mixed	Way Freight	
Mon., Wed., Fri.	Daily Except Sun.	Daily	Daily		Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 6.30 ^{AM}		L 7 ⁴ 8.00 ^{AM}	L 1.00 ^{AM}		L 1.40 ^{PM}	L 4.05 ^{AM}		Yard	0.0	98.7	SO		B@TORWC	A 4.45 ^{PM}	A 2.50 ^{AM}		A 7.00 ^{PM}	A 7.50 ^{AM}		A 3.50 ^{PM}
f 7.00 ⁷¹		8.25	1.30		1.47	4.13	70	10	5.5	93.2		No Office	P	4.35	2.37		6.20	7.00 ⁹⁵		f 3.20
f 7.15		8.40	1.45		1.52	f 4.20	70	10	9.2	89.5		No Office	P	4.28	f 2.30		6.05	6.40		f 3.10
s 7.35		9.05	1.18 2.19		2.00	s 4.32	70	20	14.9	83.8	CF		W	4.18	f 2.19 ²⁶³		5.40	6.10		s 2.45
f 8.05		9.45	2.50		2.13 ⁹⁶	f 4.47	70	15	24.6	74.1		No Office	P	4.02	f 1.59		5.05	5.25		f 2.13 ¹⁵
f 8.30		10.10	3.15		2.22	7 ⁴ 4.57	70	20	31.1	67.6		No Office	P	3.53	f 1.49		4.40	4.57 ¹⁷		f 1.30
9.00	L 16-64 4.10 ^{PM}	10.40	3.40		s 2.35 ³¹⁶	s 5.07	70	90	37.8	60.9	BV		@OYBWC	s 3.44 ³¹⁵	s 1.39		3.15 4.10	4.15	A 2.10 ¹⁵ PM	12.50
	A 4.15 ^{PM}								38.8	59.9		No Office	J						L 2.05 ^{PM}	
9.10		10.55	3.55 ⁷⁴		2.43	5.17	70	10	40.6	58.1		No Office	P	3.33	1.30		4.00	3.55 ²⁶³		12.20
9.35		11.15	4.20		2.53	f 5.28	42	44.1	44.1	54.6		No Office	P	3.24	f 1.22		3.45	3.35		12.05 ^{PM}
10.00		11.45 ⁹⁶	4.45		16-64 3.12	f 5.46	70	6	49.6	49.1	RY	5.00 PM to 8.00 AM	W	64-15 3.12	f 1.10		15 3.20 16 3.00	3.10		63 11.45
10.20		12.10 ^{PM}	5.05		3.26	5.59	70	7	52.9	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	21	56.6	42.1	BX		W	2.51	s 12.55		2.10	2.30		11.00
11.05		64 1.30	5.45		3.50	6.24	70	10	62.1	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	90	67.1	31.6	KY		@BYWO	f 2.27	s 12.30		1.00	1.40		f 10.10
s 12.20 ⁶⁴		16 2.13	6.35 7.10 ¹⁷		s 4.12	s 6.53 ²⁶³	70	50	73.5	25.2	NB	5.00 PM to 8.00 AM		s 63 2.13	s 12.17		12.20 ^{PM}	1.15		s 9.30
f 1.00		2.40	7.45		4.24	f 7.10	70	20	80.4	18.3	RP	4.15 PM to 7.15 AM		2.00	f 12.03 ^{AM}		11.55	12.50		f 8.55
f 1.46 ¹⁶		3.15	8.20 ⁹⁶		4.43	f 7.29	70	5	88.8	9.9		No Office	PW	95 1.46	f 11.48		11.30	12.20 ^{AM}		263 f 8.20
A 2.30 ^{PM}		A 4.00 ^{PM}	A 9.00 ^{AM}		A 5.05 ^{PM}	A 7.50 ^{AM}		Yard	98.7	0.0	CM		@TOWCRB	L 1.30 ^{PM}	L 11.30 ^{PM}		L 11.00 ^{AM}	L 11.50 ^{PM}		L 7.50 ^{AM}
8.0	0.05	8.0	8.0		3.25	3.45								3.15	3.20		8.00	8.00	0.05	8.00
12.3	12.0	12.3	12.3		29.0	26.7								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		Freight Trains	
Between Othello and Beverly.....	50 M. P. H.	Between Othello and Beverly.....	20 M. P. H.
Between Beverly and Kittitas.....	28 M. P. H.	Between Beverly and Kittitas.....	18 M. P. H.
Between Kittitas and Cle Elum.....	50 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. 12				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			Passing Tracks	Other Sidings	In effect November 21, 1920						16	44	18	64	74	396		92	94
Way Freight	Way Freight		Mixed	Time Freight	Time Freight	Passenger	Passenger	Passenger			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 ⁶⁴ AM			L 9.00 ⁷⁴ PM	L 6.00 ^{PM}	L 5.15 ^{PM}		L 8.00 ⁶⁴ AM		Yard	0.0	CLE ELUM	89.8	CM		WCORTB	A 1.20 ^{PM}		A 11.20 ^{PM}	A 17-91 8.00 ^{AM}	A 9.00 ⁶³ PM			A 8.00 ^{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 ⁹²	5.36		f 8.22	65	30	11.6	EASTON	78.2	EA	11.00 ^{PM} to 7.00 ^{AM}	YK	12.55		f 10.53	7.10	8.05			263 6.45		
	10.00			10.33 ¹⁸	7.25 ⁷⁴	5.51 ⁹²		8.37	70	15	20.1	WHITTIER	69.7	No. Office	WSME	P	12.37		f 10.33	6.35	7.25 ²⁶³			15 5.51		
	10.45			11.05	8.05	6.10		f 8.45			24.1	KEECHELUS	65.7	No. Office	W	P	12.26		f 10.25							
	11.05			11.20	8.20	6.20 ⁷⁴		s 9.05	E75 W80	24	29.0	HYAK	60.8	HY			12.17		f 10.16	6.00	6.40			5.00		
	11.52 ¹⁶			11.45	8.50	6.34		f 9.19	E85 W75	60	31.6	ROCKDALE	58.2	KD		WTI	12.07 ^{PM}		s 10.06	5.45	6.20 ¹⁵			4.45		
	12.25 ^{PM}			12.10 ^{AM}	9.30 ¹⁸	6.49		f 9.33			42.0	GARCIA	47.8	GC	12.01 ^{AM} to 8.00 ^{AM}	W	11.38		f 9.30	4.50	5.25			3.35		
	12.50			12.35	10.00	7.04		9.47			47.6	RAGNAR	42.2	No. Office	P		11.24		f 9.12	4.20	4.50			2.50		
L 2.00 ⁹⁴ PM	A 1.15 ^{PM}		L 6.15 ^{AM}	1.00	10.45	7.15 ⁴⁴	L 10.30 ^{AM}	s 10.00	E80 W70	Yard	50.8	CEDAR FALLS	39.0	MY		WORYB&JZ	s 11.15	A 7.05 ¹⁵ PM	s 9.06	4.05 3.30	4.35	A 11.55 ^{AM}		L 2.30 ^{PM}	A 1.30 ⁹³ PM	
			A 6.30 ^{AM}								54.8	BAGLEY JCT.	35.0	No. Office	JP							L 11.40 ^{AM}				
	2.25			1.20	11.25	7.23	s 10.42	10.10			70	BARNESTON	34.2	No. Office	P		11.00		s 6.52	8.54	3.10	3.35			1.10	
	2.40			1.35	11.40	7.29	f 10.53 ¹⁶	10.17			70	TRUDE	30.3	No. Office	P		10.53 ⁴³		f 6.44	8.47	2.55	3.20			12.55	
							f 10.58				10	LANDSBURG	27.7	No. Office	P				f 6.37							
	3.00 ⁷⁴			2.00	12.05 ^{AM}	7.36	f 11.03	10.26			70	NOBLE	25.4	No. Office	P		10.43		f 6.32	8.37	2.35	3.00 ⁹³			12.30	
A 3.30 ^{PM}			A 2.20 ^{AM}	A 12.25 ^{AM}	A 7.42 ^{PM}	As 11.13 ^{AM}	A 10.35 ^{AM}				85	MAPLE VALLEY	22.0	MV		WJR	L 10.35 ^{AM}	Lf 6.25 ^{PM}	L 8.30 ^{PM}	L 2.20 ^{AM}	L 2.45 ^{PM}			L 12.15 ^{PM}		
											71.6	CEDAR MOUNTAIN	18.2													
											73.1	INDIAN	16.7													
											74.6	ELLIOTT	15.2													
											75.9	MAPLEWOOD FARM	13.9													
											78.0	Northern Pacific Crossing RENTON	11.8	RN												
											80.4	BLACK RIVER O-W R & N R.R. Crossing	9.4	BI												
											84.7	VAN ASSELT	5.1													
											86.6	ARGO N. P. & O-W. R. & N. Crossing	3.2													
				A 5.00 ^{AM}	A 2.00 ^{AM}	A 8.45 ^{PM}	A 12.15 ^{PM}	A 11.45 ^{AM}			89.8	SEATTLE	0.0	OV FC			L 9.45 ^{AM}	L 5.25 ^{PM}	L 7.30 ^{PM}	L 12.10 ^{AM}	L 1.00 ^{PM}					
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 Jct. 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 Ragnar and Garcia.
 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 Ragnar, 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.
 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.

BLACK RIVER TO TACOMA SUBDIVISION—WESTWARD

		THIRD CLASS	SECOND CLASS				Capacity of Sidings in Cars		Distance from Seattle	Time Table No. 12 In effect November 21, 1920		FIRST CLASS			
		975	691		93	63		Passing Tracks		Other Sidings	STATIONS		17	561	15	563
		O.-W. R. & N. Way Freight Daily Except Mon.	O.-W. R. & N. Time Freight Daily		Time Freight Daily Except Sun.	Time Freight Daily					Passenger Daily	O.-W. R. & N. Passenger Daily	Passenger Daily	O.-W. R. & N. Passenger Daily	
					L 5.00PM			0.0		SEATTLE.....	L 12.15PM			L 9.00PM	
								3.4		ARGO N. P. O.-W. R. & N. Crossing					
								5.0		VAN ASSELT.....					
		L 7.30AM		L 7.15PM	L 6.00PM	L 3.15AM	Yard	9.4		BLACK RIVER Northern Pacific Crossing	Lf 12.38PM	L 3.50PM	L 9.23PM	L 11.35PM	
		7.50		7.31	6.41 ¹⁸	3.33	68	86	16.3	KENT.....	s 12.49	4.03	9.35 ⁶⁴	11.47	
		8.05		7.42	7.05	3.51	E73 W85	75	21.3	AUBURN.....	s 12.57	4.12	9.44	11.58	
		8.17		7.52	7.25	4.03	84		25.9	BENROY.....	1.04	4.20	9.53 ⁵⁶²	12.06AM	
		8.26 ⁹⁴		7.57	7.35	4.12	35	50	28.4	SUMNER.....	s 1.09	4.25	9.58	12.14	
		8.33 ¹⁶		8.00	7.40	4.22	79	32	30.1	NORTH PUYALLUP.....	f 1.13 ⁹⁷⁶	4.29	10.01	12.18	
		A 9.00AM		A 8.15PM ⁶¹	A 8.00PM ⁶⁴	A 4.40AM ⁶⁹²⁻⁵⁶⁴			35.6	TACOMA JCT.....	1.25	A 4.40PM	10.15	A 12.29AM	
									37.6	TACOMA (C. M. & St. P. Depot).....	A 1.35PM		A 10.25PM		
		1.30		1.00	3.	1.25				Schedule Time	1.20	.50	1.25	.54	
		17.3		26.2	12.7	18.5				Average Speed Per Hour	28.0	32.0	27.3	28.5	

MAXIMUM PERMISSABLE SPEED

Passenger Trains

Between Black River and Tacoma Jct.....50 M. P.
Between Tacoma Jct. and Tacoma.....15 M. P. H.

Freight Trains

Between Black River and Tacoma Jct.....20 M. P. H.
Between Tacoma Jct. and Tacoma.....10 M. P. H.
See other speed restrictions on page 14.

BLACK RIVER TO TACOMA SUBDIVISION—EASTWARD

FIRST CLASS				Time Table No. 12 In effect November 21, 1920	STATIONS	Distances from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS				THIRD CLASS		
562	18	16	564							692	64			94	976	
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			Way Freight Daily Except Sun.	O-W.R. & N. 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 11.00AM	A 2.45PM	
	10.14	s 6.41	93 8.59	5.46	6.9 KENT	21.3	K	7.00PM to 8.00AM		6.05	15 9.35			10.30	2.15	
	10.02	s 6.32	8.49	5.36	5.0 AUBURN	16.3	BR			5.52	9.10			9.40	1.55	
	15 9.53	6.24	8.42	5.28	4.6 BENROY	11.7		No Office	P	5.40	8.50			9.15	1.40	
	9.49	s 6.20	94 8.37	5.23	2.5 SUMNER	9.2	UX	6.00PM to 8.00AM	W	5.34	8.40			16 975 9.00 7.40	1.25	
	9.45	f 6.17	975 8.33	5.20	1.7 NORTH PUYALLUP	7.5	PX	12.01AM to 8.00AM		5.30	8.35			7.30	1.13	
	L 9.35PM	6.09	8.24	L 5.10AM	5.5 TACOMA JCT.	2.0	JN		RJ@KB	L 5.15AM	L 8.15PM			L 7.00AM	L 12.45PM	
		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			4.00	2.00	
	28.6	30.0	28.0	32.0	Average Speed Per Hour					23.5	15.0			6.5	13.1	

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..... 800 feet east of tower

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

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

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

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

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

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

Trains Argo to Renton—1 long.

Trains Renton to Argo—1 long.

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

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 Cars		Distance from Cedar Falls	Time Table No. 12 In effect November 21, 1920	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	THIRD CLASS									
291	215	216	292	Passenger							Way Freight	Passenger	Way Freight								
Way Freight Daily Except Sun.	Passenger Daily	Passenger Daily	Way Freight Daily Except Sun.	Passing Track	Other Sidings	STATIONS				See Special Rule Page 11	Passenger	Way Freight									
L 8.00AM	L 7.20PM					0.0 CEDAR FALLS	54.2	MY		QOYZ WRB	A 10.25AM	A 3.00PM									
f 8.30	f 7.35					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	8.0	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		11.2	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		12.3	1.1	TOKUL	41.9		No Office		f 9.49	f 12.40PM									
f 10.30	s 8.06	11		16.9	4.6	FALL CITY	37.3		No Office		f 9.34	f 11.50									
f 11.00	s 8.20	35	12	22.3	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	25.6	3.3	STILLWATER	28.6		No Office		f 9.09	f 10.25									
f 11.50	s 8.42	30	75	31.0	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	36.6	5.6	HIGH ROCK	17.6		No Office		f 8.45	f 9.25									
f 1.00	s 9.07	29	130	40.8	4.2	MONROE	13.4	MO	10.00PM to 7.30AM	WYK	s 8.36	f 9.00	216	f 8.30							
				41.4	0.6	G. N. RY. CROSSING	12.8		No Office												
f 1.15	f 9.12	15	7	42.6	1.2	WOODRUFF Three Lakes Log Co's. Crossing	11.6		No Office	K	f 8.30	f 8.20									
f 1.45	s 9.25	40	30	47.7	5.1	SNOHOMISH	6.5	HO	4.30PM to 7.30AM		s 8.17	f 7.50									
f 2.00	f 9.30		75	49.9	2.2	RIVERVIEW	4.3		No Office		s 8.12	f 7.30									
				52.8	2.9	N. P. RY. CROSSING	1.4		No Office												
f 2.15	9.40		Yard	53.2	0.4	BELT YARD	1.0		No Office	KZ	8.04	f 7.15									
A 2.30PM	A 9.45PM			54.2	1.0	EVERETT	0.0	RT	11.00PM to 7.00AM	OBTWRZ	L 8.00AM	L 7.00AM									
						Schedule Time					2.25	8.00									
						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. BEVERLY JCT. AND HANFORD---SUB-DIV. EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Beverly Jct.	Time Table No. 12 In Effect November 21, 1920				Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS	
315	Mixed			Daily except Sun.	STATIONS	316	Mixed					Daily except Sun.	
L	4.15PM		0.0	..... BEVERLY JUNCTION.....	45.2		No Office	P JR	A	2.05PM		
s	4.30	6	4.0	..... LEVERING.....	41.2		No Office			s	1.30	
s	5.00	28	14.4	..... PRIEST RAPIDS.....	30.8		No Office	P W		s	12.45	
s	5.25	9	21.3	..... VERNITA.....	23.9		No Office			s	12.15PM	
s	5.45	5	27.4	..... HAVEN.....	17.8		No Office			s	11.50	
s	5.55	12	30.7	..... ALLARD.....	14.5		No Office			s	11.35	
s	6.16	25	37.4	..... WHITE BLUFFS.....	7.8	WB	5.00PM to 6.00PM 7.00PM to 8.00AM			s	11.05	
A	6.45PM	10	45.2	..... HANFORD.....	0.0	HN	5.00PM to 6.45PM 7.45PM to 8.00AM		YWR	L	10.30AM	
	2.30			Schedule Time							3.05		
	18.0			Average Speed per Hour							15.0		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

Trains cannot meet or pass at Levering, Vernita, Haven or Allard.
Trains need not obtain clearance at Beverly Jct.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains
Between Beverly Jct. and Hanford.....20 M. P. H.

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

WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

										SECOND CLASS			Time Table No. 12										THIRD CLASS		
										395			In Effect November 21, 1920										396		
										Mixed			STATIONS										Mixed		
										Daily Except Sun.													Daily Except Sun.		
										L 6.30AM													A 11.40AM		
										8 6.55													8 11.25		
										f 7.20													f 10.55		
										f 7.30													f 10.45		
										f 7.40													f 10.35		
										f 7.50													f 10.20		
										f 8.00													f 10.10		
										A 8.10AM													L 10.00AM		
										1.40													1.40		
										10.6													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. 12 In effect November 21, 1920				FIRST CLASS		THIRD CLASS			
191	193	161	117	31	161	117	31	Passing Tracks	Other Sidings	Distance from Tacoma	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								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	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	f 2.07	s 8.52	16	65	3.1			3.1	64.1	B	6.00PM to 8.00AM		s 5.35	f 5.16	1.30	117 2.07	12.40
			f 2.11	f 8.56		30	5.5			5.5	61.7		No Office		f 5.26	f 5.09			
10.00	8.40	11.12	2.14	8.59	52		6.9			6.9	60.3		No Office		5.23	5.06	1.10	1.45	12.15PM
10.37	A 8.55AM	A 11.30PM	Af 2.22PM	s 9.07	40	90	11.2			11.2	56.0	SJ		YR WYME	s 5.16	Lf 4.58PM	L 12.55AM	1.25	L 11.50AM
10.50				f 9.10	32		12.8			12.8	54.4		No Office		f 5.11			1.10	
10.58				s 9.14		60	15.0			15.0	52.2		No Office		s 5.05			12.45	
11.05				s 9.16		9	15.9			15.9	51.3		No Office		s 5.03			12.30	
11.15				f 9.20		20	17.4			17.4	49.0		No Office		f 4.59			12.25PM	
11.55				f 9.28			21.1			21.1	46.1	W	No Office	Y	s 4.52			191 11.55	
12.30PM				s 9.36	21	75	23.0			23.0	44.2	K	5.00PM to 8.00AM	WO	s 4.46			11.30	
1.00				s 9.50		8	23.3			23.3	38.9		No Office		s 4.33			10.40	
1.40				s 10.05	21	30	32.6			32.6	34.6	V	5.00PM to 8.00AM	W	s 4.23			31 10.05	
2.05				s 10.14	19		36.6			36.6	30.6		No Office		s 4.13			9.40	
2.45				s 10.29	32	40	41.2			41.2	26.0	AD	5.00PM to 8.00AM		s 3.57			9.15	
3.00				s 10.36	48		43.3			43.3	23.9		No Office		s 3.52			9.07	
3.15				s 10.43	25	15	46.2			46.2	21.0		No Office		s 3.44			8.55	
3.39				s 10.50	24	30	47.2			47.2	20.0	H	5.00PM to 8.00AM	W	s 3.39			8.48	
4.20				s 10.58 s 11.46			49.6			49.6	17.6		No Office	RYJ	s 3.33 s 2.43			8.35	
A 5.00PM				s 12.04PM	35	40	53.7			53.7	13.5	D	10.00PM to 7.30AM	WORB	s 2.32			L 8.15AM	
				f 12.08			54.4			54.4	12.8		No Office	Y	f 2.25				
				f 12.25		7	59.6			59.6	7.6		No Office		f 2.10				
				f 12.42		50	63.8			63.8	3.4		No Office	W 1 Mi E	f 1.56				
				f 12.48		15	64.8			64.8	2.4		No Office		f 1.53				
				A 1.00PM		25	67.2			67.2	0.0	MO	5.00PM to 8.00AM	YR	L 1.45PM				
8.00	.55	1.00	.27	4.20											4.05	.37	1.00	6.15	1.15
6.8	11.5	11.2	25.0	19.0											21.9	20.0	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		Capacity of Sidings in Cars	Distance from Salsich Jct.	Time Table No. 12 In effect November 21, 1920				Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS		
	193	161	117	Way Freight	Time Freight	Passenger			Passing Trains	Other Sidings	STATIONS	118					194	196	162	Passenger	Way Freight
	Daily Except Sun.	Daily Except Sun.	Daily			Daily				Daily	Daily Except Sun.	Daily Except Sun.	Daily Except Sun.								
	L 9:00AM	L 11:30PM	Lf 2:22PM						90	0.0	.....SALSICH JCT.....	97.1	SJ		YR	As 4:58PM		A 11:50AM		A 12:55AM	
	9:20	11:38	f 2:29						12	3.5	.....3.5.....LOVELAND.....	93.6		No Office		f 4:50		11:30		12:25AM	
	9:40	11:55 ¹⁶²	f 2:37				48			8.1	.....4.6.....GREENDALE.....	89.0		No Office	W	f 4:41		11:10		11:55 ¹⁶¹	
			2:44							11.7	.....3.6.....ROY.....	85.4		No Office		4:34					
	¹⁹⁴ 10:30	12:15AM	s 2:52				41	50		15.0	.....4.1.....McKENNA.....	81.3	MC	5:00PM to 8:00AM	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 ¹⁹⁶⁻¹⁴⁸ 3:40				36	60		37.2	.....6.1.....MAYTOWN.....	59.9	MT	5:00PM to 8:00AM	RYJ	s ¹¹⁷⁻¹⁹⁶ 3:40		L 8:30AM	A ¹¹⁸⁻¹¹⁷ 3:25PM		10:10
	12:55	2:01	f 3:49				26	20		41.2	.....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.....HELSENG 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					3:53		3:20		.55	6:20
	10.8	15.0	25.0								Average Speed Per Hour					25.0		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 Helseng Jct. 40 M. P. H.

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

Between Helseng 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 Helseng 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 Helseng Junction is located at Independence.

FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 12			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	
33	31		In effect November 21, 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	NATIONAL	2.0	No Office		f 11.35	f 3.23	
f 3.01	f 11.12	25		4.5	CAMP 17	1.0	No Office		f 11.30	f 3.18	
As 3.08PM	As 11.18AM	16		5.5	ASHFORD	0.0	F 5.00PM 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 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.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Park Jct. and Ashford.....20 M. P. H.	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
- ↑—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. 12 In Effect November 21, 1920				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	THIRD CLASS
261	217	Passenger	Way Freight	Passing Tracks	Other Sidings		STATIONS	218	262							
Way Freight	Passenger	Passenger	Way Freight													
Daily Except Sun.	Daily	Daily	Daily													
L 7.00AM	L 3.50PM			45		0.0	MAYTOWN	65.9	MT	5 PM to 8 AM	⊕-W-K-B-J O-R-Y-P	A 2.10PM	A 3.35PM			
						1.5	Maytown Lbr. Co. Crossing	64.4			G					
f 7.20	f 4.03	68				7.3	ESSEX	58.6		No Office		f 3.19	f 1.40			
f 7.35	f 4.09			5		10.7	Ford's Prairie Coal Co. Crossing FORAN	55.2		No Office	G	f 3.12	f 1.25			
						12.5	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.	53.3			I					
s 8.15	s 4.15	69		50		13.9	CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P	s 3.05	s 1.10			
						14.4	Nor. Pac. R. R. Crossing	51.4			G					
						17.2	2 Nor. Pac. R. R. Spur Crossings	48.7			G					
s 8.45	s 4.23	64		100		17.6	CHEHALIS	48.3	CH	5 PM to 8 AM	K-P-W	s 2.55	s 12.30PM			
						19.7	Nor. Pac. R. R. Crossing	48.1			I					
f 8.55	f 4.31	13				21.6	JOY	44.3		No Office		f 2.43	f 11.50			
f 9.00	f 4.35	62				23.8	WEST ADNA	42.1		No Office		f 2.38	f 11.35			
f 9.10	f 4.44			18		27.4	RUTH	38.5		No Office	P	f 2.30	f 11.20			
f 9.20	f 4.51			12		30.7	HOPDALE	35.2		No Office		f 2.23	f 11.10			
f 9.30	f 4.56	8		12		33.2	MAYS	32.7		No Office		f 2.18	f 10.55			
						36.3	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6	YD	5.15PM to 8AM	G W-P	s 2.11	s 10.40			
						36.4	Nor. Pac. R. R. Crossing				I					
						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			
						41.1	Doty Lbr. & Shgl. Co. Crossing				G					
						42.5	Doty Lbr. & Shgl. Co. Crossing				G					
10 50	f 5.29			25		46.8	DAVIS	19.1		No Office		f 1.46	9.40			
11 00	f 5.33			25		48.2	BURT	17.7		No Office		f 1.41	9.30			
11.10	f 5.35	58				49.1	BEDFORD	16.8		No Office	W-P	f 1.38	9.25			
11.20	5.41			13		51.3	MACPHAIL	14.6		No Office		1.33	9.15			
11.45	s 5.50	35		24		54.6	SUTICO	11.3	CO	6 PM to 8 AM	P	s 1.24	8.55			
12.01PM	s 5.55	26		22		56.2	FIRDALE	9.7		No Office	W-P	s 1.19	8.40			
12.20	f 6.05					59.4	MOOSE	6.5		No Office		f 1.10	8.25			
12.35	f 6.12	6		18		62.1	LANDING	3.8		No Office	P	f 1.04	8.15			
12.45	f 6.15					63.1	WILLAPA	2.8		No Office		f 1.01	8.10			
218 12.58	f 6.19	37		41		64.5	SUNSET DUMP	1.4		No Office	P	f 12.58	8.05			
A 1.30PM	A 6.25PM	26		130		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 12.55PM	L 8.00AM			
6.30	2.35						Schedule Time					2.40	6.10			
10.4	26.3						Average Speed Per Hour					24.9	10.7			

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.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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.

Passenger Trains		MAXIMUM SPEED PERMISSIBLE		Freight Trains	
Between Maytown and MacPhail	35 M. P. H.	Between Maytown and MacPhail	18 M. P. H.	Between MacPhail and Firdale	15 M. P. H.
Between MacPhail and Firdale	25 M. P. H.	Between Firdale and Raymond	20 M. P. H.		
Between Firdale and Raymond	35 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 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.
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 Snobomish | |
| 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. L. P. Murphy, Local Surgeon, Cedar Falls, Wash. |
| Dr. A. G. Nace, Asst. Surgeon, So. Tacoma, Wash. | Dr. F. J. Shadd, Local Surgeon, Selleck, Wash. |
| Dr. W. L. Ludlow, Local Surgeon, Kapowsin, Wash. | Dr. W. D. Merritt, Local Surgeon, Enumclaw, Wash. |
| Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash. | Dr. H. K. Stockwell, Local Surgeon, Monroe, Wash. |
| Dr. S. Rogers, Local Surgeon, Mineral, Wash. | Dr. E. A. Stafford, Local Surgeon, Snohomish, Wash. |
| Dr. J. W. Pine, Local Surgeon, Morton, Wash. | Dr. F. R. Hedges, Local Surgeon, Everett, Wash. |
| Dr. C. T. Pool, Local Surgeon, Rainier, Wash. | Dr. F. W. McKnight, Local Surgeon, Cle Elum, Wash. |
| Dr. J. H. Fitz, Local Surgeon, Montesano, Wash. | Dr. W. A. Taylor, Local Surgeon, Ellensburg, Wash. |
| Dr. J. B. Kinne, Local Surgeon, Aberdeen, Wash. | Dr. H. L. Petit, Local Surgeon, Chehalis, Wash. |
| Dr. A. J. McIntyre, Local Surgeon, Hoquiam, Wash. | Dr. J. T. Coleman, Local Surgeon, Chehalis, Wash. |
| Dr. D. S. Barry, Local Surgeon, Puyallup, Wash. | Dr. E. W. Stevens, Local Surgeon, Doty, Wash. |
| | Dr. Macdennan, 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 reduce speed to fifteen miles per hour and Freight trains to ten miles per hour around curves in vicinity of Corfu Slide about two and one half miles west of Taunton.

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

Hanford Line

Beakley.....	Industry.....	1.0 miles west of White Bluffs
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Cle Elum--Seattle Line

Meadow Creek.....	U. S. R. S. 770 ft.	2.5 miles west of Whittier.
Ortman.....	Logs..... 950 ft.	0.5 miles west of Keechelus.
Skagit Log Co.....	Logs.....	At Garcia.
Kent Lumber Co.....	Mill..... 1130 ft.	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 Tanner.
Meadow Brook.....	Industry..... 250 ft.	1.6 miles west of North Bend.
Horrocks.....	Industry..... 120 ft.	2.0 miles east of Carnation.
Ajax.....	Industry..... 351 ft.	1.0 mile west 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.
County Poor Farm Spur	Industry..... 379 ft.	1.0 miles west 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.
Wann Lumber Co.....	Industry.....	0.5 mile west of 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.
O'Neil.....	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 east 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.
Patake 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.
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.
Callahan Bros.....	Logs.....	0.2 mile east of Eatonville.
Fairview.....	Industry.....	1.7 miles west of Eatonville.
Monarch Fire Clay Co.....	Industry.....	3.2 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.
Divide.....	Coal.....	4.0 miles west of East Creek Jct.
Storm King.....	Mill.....	5.0 miles west of East Creek Jct.
Camp 16.....	Logs.....	0.3 mile west of East Creek Jct.
Horns.....	Logs.....	2.0 miles west of Cowlitz Jct.
Cheeser Lbr. Co.....	Mill.....	At Morton.
Camp No. 1.....	Log.....	At Reliance.
Camp No. 2.....	Log.....	0.5 miles east of Williamson.
Lake Creek.....	Mill.....	0.5 mile east of Morton.

Willapa Harbor Line

Tebb.....	Mill.....	2.5 miles east of 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.....	Closed
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
McKenna.....	2:30PM to 4:30PM
Rainier.....	2:30PM to 4:30PM
Maytown.....	2:30PM to 4:30PM
Rochester.....	Closed.

SUNDAY HOURS

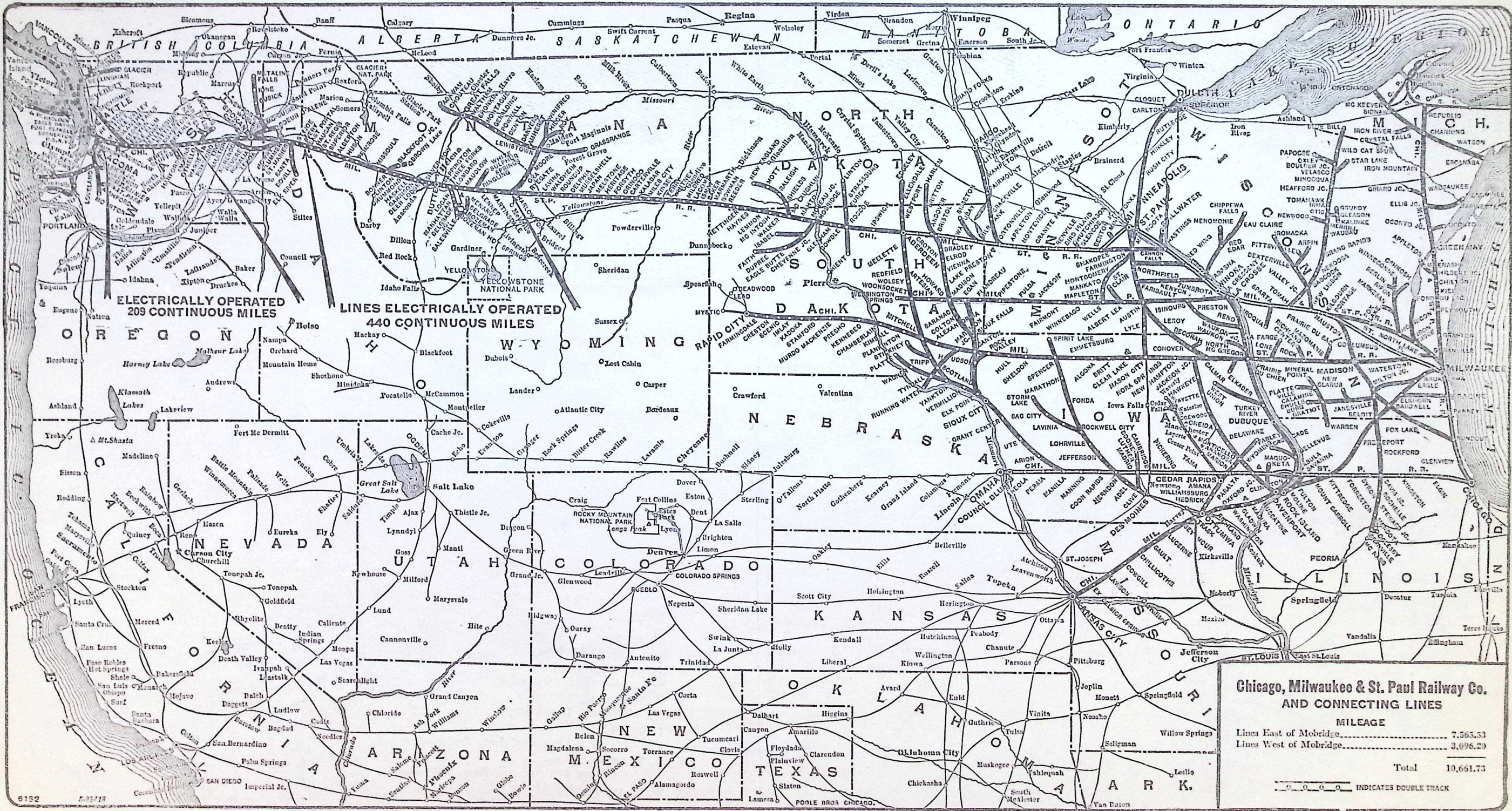
25th Street.....	Continuous.
Hillsdale.....	8:00AM to 10:00AM and 2:00PM to 6:00PM
Salsich Junction.....	8:00AM to 6:00PM
Kapowsin.....	9:00AM to 11:00AM and 3:30PM to 5:30PM
Eatonville.....	9:30AM to 11:30AM and 3:00PM to 5:00PM
Alder.....	9:30AM to 11:30AM and 3:00PM to 5:00PM
Elbe.....	9:30AM to 11:30AM and 3:00PM to 5:00PM
Mineral.....	11:00AM to 3:00PM
Morton.....	12:30PM to 2:30PM
Ashford.....	11:00AM to 1:00PM and 2:00PM to 4:00PM
Centralia.....	2:30PM to 4:30PM
Chehalis.....	2:30PM to 4:30PM
Doty.....	1:45PM to 5:15PM
Sutco.....	12:15PM to 2:15PM and 4:30PM to 6:30PM
Othello.....	Continuous.
Corfu.....	Continuous.
Beverly.....	Continuous.
Rye.....	2:30PM to 4:30PM
Boylston.....	Continuous.
Kittitas.....	Continuous.
Ellensburg.....	1:00PM to 5:00PM
Thorp.....	Closed.
Dryad.....	2:00PM to 5:15PM

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,**
Train Dispatchers.

R. P. ROZELL,
Train Dispatcher
Between Enumclaw and Enumclaw Jct.



ELECTRICALLY OPERATED
209 CONTINUOUS MILES

LINE ELECTRICALLY OPERATED
440 CONTINUOUS MILES