

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

COAST DIVISION

TIME TABLE No. 13

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JANUARY 2, 1921

SUPERSEDING COAST DIVISION TIME TABLE NO. 12

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

 NOTE IMPORTANT CHANGES IN RULES ON PAGE 13

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 95 | SECOND CLASS | | | FIRST CLASS | | Capacity of Sidings in Cars | | Distance from Othello | STATIONS | Distance from Cle Elum | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | | | SECOND CLASS | | | THIRD CLASS 96 |
|--------------------|--------------------|--------------|--------------|-------------|-----------|-----------------------------|---------------|-----------------------|---------------------------|------------------------|-----------------|-------------------------|-------------------------------------|-------------|-----------|--------------|-----------------|--------------------|------------------|-------------------|
| | 315 | 63 | 263 | 15 | 17 | Passing Trains | Other Sidings | | | | | | | 16 | 18 | 64 | 74 | 316 | 64 | |
| Way Freight | Mixed | Time Freight | Time Freight | Passenger | Passenger | | | | In Effect January 2, 1921 | | | | Passenger | Passenger | | Time Freight | Time Freight | Mixed | Way Freight | |
| Tues., Thurs. Sat. | Tues., Thurs. Sat. | Daily | Daily | Daily | Daily | | | | | | | | Daily | Daily | | Daily | Daily | Tues., Thurs. Sat. | Mon., Wed., Fri. | |
| L 6.30AM | | L 7.40AM | L 1.00AM | L 1.10PM | L 4.05AM | | Yard | 0.0 | OTHELLO | 98.7 | SO | | B@TORWC | A 4.30PM | A 2.50AM | | A 7.00PM | A 7.50AM | | A 3.50PM |
| f 7.00 | | 8.25 | 1.30 | 1.17 | 4.13 | 70 | 10 | 5.5 | 5.5 ANSON | 93.2 | | No Office | P | 4.18 | 2.37 | | 6.20 | 7.00 | | f 3.20 |
| f 7.15 | | 8.40 | 1.45 | 1.23 | f 4.20 | 70 | 10 | 9.2 | 3.7 TAUNTON | 89.5 | | No Office | P | 4.11 | f 2.30 | | 6.05 | 6.40 | | f 3.00 |
| s 7.35 | | 9.05 | 2.19 | 1.32 | s 4.32 | 70 | 20 | 14.9 | 5.7 CORFU | 83.8 | CF | 3.30PM to 11.30PM | W | 4.00 | f 2.19 | | 5.40 | 6.10 | | s 2.30 |
| f 8.05 | | 9.45 | 2.50 | 1.46 | f 4.47 | 70 | 15 | 24.6 | 9.7 SMYRNA | 74.1 | | No Office | P | 3.43 | f 1.59 | | 5.05 | 5.25 | | f 1.46 |
| f 8.30 | | 10.10 | 3.15 | 1.56 | 7.4 4.57 | 70 | 20 | 31.1 | 6.5 JERICHO | 67.6 | | No Office | P | 3.32 | f 1.49 | | 4.40 | 4.57 | | f 1.15 |
| s 9.00 | L 16-64 4.10PM | 10.40 | 3.40 | s 3.16 2.11 | s 5.07 | 70 | 90 | 37.8 | 6.7 BEVERLY | 60.9 | BV | | @OYBWC | s 3.20 | s 1.39 | | 3.15 4.10 | 4.15 | A 1.40PM | s 12.50 |
| | A 4.15PM | | | | | | | 38.8 | 1.0 BEVERLY JCT. | 59.9 | | No Office | J | | | | | | L 1.35PM | |
| 9.10 | | 10.55 | 3.55 | 2.20 | 5.17 | 70 | 10 | 40.6 | 1.8 COHASSETT | 58.1 | | No Office | P | 3.09 | 1.30 | | 4.00 | 2.63 3.55 | | 12.20 |
| 9.35 | | 11.15 | 4.20 | 2.31 | f 5.28 | 42 | | 44.1 | 3.5 DORIS | 54.6 | | No Office | P | 3.00 | f 1.22 | | 3.45 | 3.35 | | 12.05PM |
| 10.00 | | 11.45 | 4.45 | 2.48 | f 5.46 | 70 | 6 | 49.6 | 5.5 RYE | 49.1 | RY | 5.00PM to 8.00AM | W | 1.5 2.48 | f 1.10 | | 3.20 | 3.10 | | 11.45 |
| 10.20 | | 12.10PM | 5.05 | 3.00 | 5.59 | 70 | 7 | 52.9 | 3.3 CHEVIOT | 45.8 | | No Office | P | 6.4 2.40 | 1.02 | | 15 3.00 16 2.31 | 2.50 | | 11.20 |
| 10.45 | | 12.50 | 5.25 | 3.12 | s 6.11 | 70 | 21 | 56.6 | 3.7 BOYLSTON | 42.1 | BX | | W | 2.31 | s 12.55 | | 2.00 | 2.30 | | 11.00 |
| 11.05 | | 1.20 | 5.45 | 3.24 | 6.24 | 70 | 10 | 62.1 | 5.5 RENSLAW | 36.6 | | No Office | P | 2.18 | 12.40 | | 6.3 1.20 | 2.00 | | 10.30 |
| s 11.35 | | 2.07 | 6.05 | f 3.35 | s 6.38 | 70 | 90 | 67.1 | 5.0 KITTITAS | 31.6 | KY | | @BYWO | f 2.07 | s 12.30 | | 12.50 | 1.40 | | s 10.10 |
| 6.4 12.20PM | | 2.27 | 6.35 7.10 | s 3.48 | s 6.53 | 70 | 50 | 73.5 | 6.4 ELLENBURG | 25.2 | NB | 5.00PM to 8.00AM | | s 1.55 | s 12.17 | | 9.5 12.20PM | 1.15 | | s 9.30 |
| f 12.45 | | 2.48 | 7.45 | 4.02 | f 7.10 | 70 | 20 | 80.4 | 6.9 THORP | 18.3 | RP | 4.15PM to 7.15AM | | 1.41 | f 12.03AM | | 11.55 | 12.50 | | f 8.55 |
| 1.6 1.26 | | 3.15 | 8.20 | 4.20 | f 7.29 | 70 | 5 | 88.8 | 8.4 HORLICK | 9.9 | | No Office | PW | 9.5 1.26 | f 11.48 | | 11.30 | 12.20AM | | f 8.20 |
| A 2.30PM | | A 4.00PM | A 9.00AM | A 4.40PM | A 7.50AM | | Yard | 98.7 | 9.9 CLE ELUM | 0.0 | CM | | @TOWCRB | L 1.10PM | L 11.30PM | | L 11.00AM | L 11.50PM | | L 7.50AM |
| 8.0 | 0.05 | 8.0 | 8.0 | 3.30 | 3.45 | | | | Schedule Time | | | | | 3.20 | 3.20 | | 8.00 | 8.00 | 0.05 | 8.00 |
| 12.3 | 12.0 | 12.3 | 12.3 | 28.2 | 26.3 | | | | Average Speed per Hour | | | | | 30.2 | 30.2 | | 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.

BLACK RIVER TO TACOMA SUBDIVISION—EASTWARD

| FIRST CLASS | | | | | Time Table No. 13 In effect January 2, 1921 | 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 | | | 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. | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | | | |
| | A 7.15 PM | A 9.15 AM | | | SEATTLE | 37.6 | | | | | | | | | | | | | | | |
| | | | | | 3.4 ARGO N. P. O.-W. R. & N. Crossing | 34.2 | | | | | | | | | | | | | | | |
| | | | | | 1.6 VAN ASSELT | 32.6 | | | | | | | | | | | | | | | |
| A 10.30 PM | A 6.54 PM | A 8.54 AM | A 6.00 AM | | 4.4 BLACK RIVER Northern Pacific Crossing | 28.2 | BI | | YWRIKJ | A 6.25 AM | A 10.00 PM | | | A 11.00 AM | A 2.45 PM | | | | | | |
| 10.15 | s 6.41 | 8.41 | 5.46 | | 6.9 KENT | 21.3 | K | 7.00 PM to 8.00 AM | | 6.05 | 9.35 | | | 10.30 | 2.15 | | | | | | |
| 10.05 | s 6.32 | 8.32 | 5.36 | | 5.0 AUBURN | 16.3 | BR | | | 5.52 | 9.13 | | | 9.40 | 1.55 | | | | | | |
| 9.57 | 6.24 | 8.24 | 5.28 | | 4.6 BENROY | 11.7 | | No Office | P | 5.40 | 8.50 | | | 9.15 | 1.40 | | | | | | |
| 9.53 | s 6.20 | 8.20 | 5.23 | | 2.5 SUMNER | 9.2 | UX | 11.00 PM to 7.00 AM | W | 5.34 | 8.40 | | | 16 975 9.00 7.40 | 1.25 | | | | | | |
| 9.50 | f 6.17 | 8.17 | 5.20 | | 1.7 NORTH PUYALLUP | 7.5 | PX | 6.30 PM to 8.00 AM | | 5.30 | 8.35 | | | 7.30 | 1.13 | | | | | | |
| L 9.40 PM | 6.09 | 8.09 | L 5.10 AM | | 5.5 TACOMA JCT. | 2.0 | JN | | RJ@KB | 63-564 L 5.15 AM | 93-691 L 8.15 PM | | | L 7.00 AM | L 12.45 PM | | | | | | |
| | L 6.00 PM | L 8.00 AM | | | 2.0 TACOMA | 0.0 | TC | | @RBK | | | | | | | | | | | | |
| .50 | 1.15 | 1.15 | .50 | | Schedule Time | | | | | 1.10 | 1.45 | | | 4.00 | 2.00 | | | | | | |
| 31.5 | 30.0 | 30.0 | 31.5 | | Average Speed Per Hour | | | | | 22.4 | 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 | STATIONS | Distance from Everett | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | THIRD CLASS |
|------------------------|-----------|-------------|-----------------------------|---------------|--|--|-----------------------|-------------------|-------------------------|-------------------------------------|------------------------|-------------|
| 291 | 215 | 216 | 292 | Passing Track | | | | | | | Other Sidings | 216 |
| Way Freight | Passenger | Passenger | Way Freight | | | | | | | | | |
| Daily Except Sun. | Daily | Daily | Daily Except Sun. | | | | | | | | | |
| L 8.00AM | L 6.50PM | | | | 0.0 |CEDAR FALLS..... | 54.2 | MY | | @OYZ WRB | A 10.25AM | A 3.00PM |
| f 8.30 | f 7.05 | | | | 5.9 | ^{5.9} TANNER..... Northern Pac. Ry. Crossing | 48.3 | | No Office | K | f 10.06 | f 2.00 |
| f 9.00 | s 7.10 | 25 | 9 | 8.0 | ^{2.1} NORTH BEND..... | 46.2 | BE | 5.00PM to 8.00AM | WYR | s 10.01 | f 1.45 | |
| f ²¹⁶ 9.53 | s 7.20 | 35 | | 11.2 | ^{3.2} SNOQUALMIE FALLS..... | 43.0 | Q | 5.00PM to 8.00AM | | s ²⁹¹ 9.53 | f 1.10 | |
| f 10.05 | f 7.25 | 20 | | 12.3 | ^{1.1} TOKUL..... | 41.9 | | No Office | | f 9.49 | f 12.40PM | |
| f 10.30 | s 7.36 | 11 | | 16.9 | ^{4.6} FALL CITY..... | 37.3 | | No Office | | f 9.34 | f 11.50 | |
| f ²⁹² 11.00 | s 7.50 | 35 | 12 | 22.3 | ^{5.4} CARNATION..... | 31.9 | J | 5.00PM to 8.00AM | W | s 9.19 | f ²⁹¹ 11.00 | |
| f 11.20 | s 7.58 | 32 | 30 | 25.6 | ^{3.3} STILLWATER..... | 28.6 | | No Office | | f 9.09 | f 10.40 | |
| f 11.50 | s 8.12 | 30 | 75 | 31.0 | ^{5.4} DUVAL..... | 23.2 | VA | 5.00PM to 8.00AM | | s 8.57 | f 10.15 | |
| f 12.20PM | f 8.27 | 11 | 85 | 36.6 | ^{5.6} HIGH ROCK..... | 17.6 | | No Office | | f 8.45 | f 9.45 | |
| f 1.00 | s 8.37 | 29 | 130 | 40.8 | ^{4.2} MONROE..... | 13.4 | MO | 10.00PM to 7.30AM | WYK | s 8.36 | f 9.35 | |
| | | | | 41.4 | ^{0.6} G. N. RY. CROSSING..... | 12.8 | | No Office | | | | |
| f 1.15 | f 8.42 | 15 | 7 | 42.6 | ^{1.2} WOODRUFF..... Three Lakes Log Co's. Crossing | 11.6 | | No Office | K | f 8.30 | f 9.10 | |
| f 1.45 | s 8.55 | 40 | 30 | 47.7 | ^{5.1} SNOHOMISH..... | 6.5 | HO | 4.30PM to 7.30AM | | s 8.17 | f 8.50 | |
| f 2.00 | f 9.00 | | 75 | 49.9 | ^{2.2} RIVERVIEW..... | 4.3 | | No Office | | s 8.12 | f 8.40 | |
| | | | | 52.8 | ^{2.9} N. P. RY. CROSSING..... | 1.4 | | No Office | | | | |
| f 2.15 | 9.10 | | Yard | 53.2 | ^{0.4} BELT YARD..... | 1.0 | | No Office | KZ | 8.04 | f 8.30 | |
| A 2.30PM | A 9.15PM | | | 54.2 | ^{1.0} EVERETT..... | 0.0 | RT | 11.00PM to 7.00AM | OBTWRZ | L 8.00AM | L 8.20AM | |
| 6.30 | 2.25 | | | | Schedule Time | | | | | 2.25 | 6.40 | |
| 8.3 | 22.5 | | | | Average Speed Per Hour | | | | | 22.5 | 8.0 | |

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 | Time Table No. 13 In Effect January 2, 1921 | | | | SECOND CLASS | | |
|--------------|------------------------|-----------------------------|--|------------------------|-----------------------|--|-------------------------------------|---------------|---------------------|
| 315 | | | Distance from Beverly Jct. | STATIONS | Distance from Hanford | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 316 | |
| Mixed | Tues., Thurs. and Sat. | Passing Tracks | | | | | | Other Sidings | Mixed |
| L | 4.15 ^{PM} | | 0.0 | BEVERLY JUNCTION | 45.2 | No Office | P JR | A | 1.35 ^{PM} |
| s | 4.30 | | 4.0 | LEVERING | 41.2 | No Office | | s | 1.15 |
| s | 5.00 | | 14.4 | PRIEST RAPIDS | 30.8 | No Office | P W | s | 12.35 |
| s | 5.25 | | 21.3 | VERNITA | 23.9 | No Office | | s | 12.05 ^{PM} |
| s | 5.45 | | 27.4 | HAVEN | 17.8 | No Office | | s | 11.40 |
| s | 5.55 | | 30.7 | ALLARD | 14.5 | No Office | | s | 11.25 |
| s | 6.16 | 25 | 37.4 | WHITE BLUFFS | 7.8 | 5.00 ^{PM} to 6.00 ^{PM} 7.00 ^{PM} to 8.00 ^{AM} | WB | s | 11.00 |
| A | 6.45 ^{PM} | 10 | 45.2 | HANFORD | 0.0 | 5.00 ^{PM} to 8.00 ^{AM} | IIN YWR | L | 10.30 ^{AM} |
| | 2.30 | | | Schedule Time | | | | | 3.05 |
| | 18.0 | | | Average Speed per Hour | | | | | 14.7 |

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.

| THIRD CLASS | | | | | SECOND CLASS | FIRST CLASS | | Capacity of Sidings in Cars | Distance from Tacoma | Time Table No. 13 In effect January 2, 1921 | | | | Distance from Morton | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | | THIRD CLASS | | |
|----------------------------------|------------------------------------|-----------------------------------|--------------------|--------------------|--------------|-------------|----------------|-----------------------------|----------------------|--|----------|----|-------------------|----------------------|-----------------|-------------------------|-------------------------------------|--------------------|-------------------|-------------------|------------------------|-----------|
| 191 | 193 | 161 | 117 | 31 | Passenger | Passenger | Passing Trains | | | Other Sidings | STATIONS | 32 | 118 | | | | | 162 | 192 | 194 | Passenger | Passenger |
| Way Freight Daily Except Sun. | Way Freight Mon., Wed. and Fri. | Time Freight Daily Except Sun. | Passenger Daily | Passenger Daily | | | | | | | | | | | | | Passenger Daily | Passenger Daily | Daily Except Mon. | Daily Except Sun. | Tues., Thurs. and Sat. | |
| L 9.00AM | L 8.00AM | L 10.30PM | L 1.55PM | L 8.40AM | | | | | 0.0 | TACOMA | 67.2 | TC | | | | @RBK | A 5.50PM | A 5.35PM | A 1.55AM | A 2.30PM | A 1.35PM | |
| 9.40 | 8.25 | 10.59 | f 2.07 | s 8.52 | 16 | 65 | | | 3.1 | HILLSDALE | 64.1 | B | 6.00PM to 8.00AM | | | s 5.35 | f 5.16 | 1.30 | 117 2.07 | 1.10 | | |
| | | | f 2.11 | f 8.56 | | 30 | | | 5.5 | MIDLAND | 61.7 | | No Office | | | f 5.26 | f 5.09 | | | | | |
| 10.00 | 8.40 | 11.12 | 2.14 | 8.59 | 52 | | | | 6.9 | ALLISON | 60.3 | | No Office | | | | 5.23 | 5.06 | 1.10 | 1.45 | 12.40 | |
| 10.37 | A 8.55AM | A 11.30PM | Af 2.22PM | s 9.07 | 40 | 90 | | | 11.2 | FREDERICKSON | 56.0 | SJ | | | | YR W 1/2ME | s 5.16 | Lf 4.58PM | L 12.55AM | 1.25 | L 12.20PM | |
| 10.50 | | | | f 9.10 | 32 | | | | 12.8 | BERKELEY | 54.4 | | No Office | | | | f 5.11 | | | 1.10 | | |
| 10.58 | | | | s 9.14 | | 60 | | | 15.0 | HARDING Wheeler Reese Lbr. Co. Crossing | 52.2 | | No Office | | | | s 5.05 | | | 12.45 | | |
| 11.05 | | | | s 9.16 | | 9 | | | 15.9 | GRAHAM | 51.3 | | No Office | | | | s 5.03 | | | 12.30 | | |
| 11.15 | | | | f 9.20 | | 20 | | | 17.4 | THRIFT | 49.8 | | No Office | | | | f 4.59 | | | 12.25PM | | |
| 11.55 | | | | f 9.28 | | | | | 21.1 | TANWAX JCT. | 46.1 | W | No Office | | | Y | s 4.52 | | | 191 11.55 | | |
| 12.30PM | | | | s 9.36 | 21 | 75 | | | 23.0 | KAPOWSIN | 44.2 | K | 5.00PM to 8.00AM | | | WO | s 4.46 | | | 11.30 | | |
| 1.00 | | | | s 9.50 | | 8 | | | 28.3 | CLAY CITY | 38.9 | | No Office | | | | s 4.33 | | | 10.40 | | |
| 1.40 | | | | s 10.05 | 21 | 30 | | | 32.6 | EATONVILLE | 34.6 | V | 5.00PM to 8.00AM | | | W | s 4.23 | | | 31 10.05 | | |
| 2.05 | | | | s 10.14 | 19 | | | | 36.6 | LA GRANDE | 30.6 | | No Office | | | | s 4.13 | | | 9.40 | | |
| 2.45 | | | | s 10.29 | 32 | 40 | | | 41.2 | ALDER | 26.0 | AD | 5.00PM to 8.00AM | | | | s 3.57 | | | 9.15 | | |
| 3.00 | | | | s 10.36 | 48 | | | | 43.3 | RELIANCE | 23.9 | | No Office | | | | s 3.52 | | | 9.07 | | |
| 3.15 | | | | s 10.43 | 25 | 15 | | | 46.2 | WILLIAMSON | 21.0 | | No Office | | | | s 3.44 | | | 8.55 | | |
| 3.39 | | | | s 10.50 | 24 | 30 | | | 47.2 | ELBE | 20.0 | II | 5.00PM to 8.00AM | | | W | s 3.39 | | | 8.48 | | |
| 4.20 | | | | s 10.58 s 11.46 | | | | | 49.6 | PARK JCT. | 17.6 | | No Office | | | RYJ | s 3.33 s 2.43 | | | 8.35 | | |
| A 5.00PM | | | | s 12.04PM | 35 | 40 | | | 53.7 | MINERAL | 13.5 | D | 10.00PM to 7.30AM | | | WORB | s 2.32 | | | L 8.15AM | | |
| | | | | f 12.08 | | | | | 54.4 | EAST CREEK JCT. | 12.8 | | No Office | | | Y | f 2.25 | | | | | |
| | | | | f 12.25 | | 7 | | | 59.6 | COWLITZ JCT. | 7.6 | | No Office | | | | f 2.10 | | | | | |
| | | | | f 12.42 | | 50 | | | 63.8 | EAST FORKS | 3.4 | | No Office | | | W 1 Mi E | f 1.56 | | | | | |
| | | | | f 12.48 | | 15 | | | 64.8 | LINDBERG | 2.4 | | No Office | | | | f 1.53 | | | | | |
| | | | | A 1.00PM | | 25 | | | 67.2 | 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 | .37 | 1.00 | 6.15 | 1.15 | |
| 6.7 | 11.5 | 11.2 | 24.9 | 15.5 | | | | | | Average Speed Per Hour | | | | | | | 16.8 | 18.7 | 18.7 | 8.7 | 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. 13 In effect January 2, 1921 | | | | FIRST CLASS | | THIRD CLASS | | | | | | |
|---------------------------------------|-------------------------------------|-----------------------------------|------|------------------------|-----------------------------|---------------|--|-----------------------|-----------------|-------------------------|-------------------------------------|-----------------------|--------------------|---------------------------------------|------------------------------|--|--|--|--|
| 195 | 193 | 161 | | 117 | Capacity of Sidings in Cars | | Distance from Frederickson | Distance from Hoquiam | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 118 | | 194 | 162 | | | | |
| Way Freight Tues., Thurs. and Sat. | Way Freight Mon., Wed., and Fri. | Time Freight Daily Except Sun. | | Passenger Daily | Passing Trains | Other Sidings | | | | | | Passenger Daily | Passenger Daily | Way Freight Tues., Thurs. and Sat. | Freight Daily Except Sun. | | | | |
| | L 9.00AM | L 11.30PM | | Lf 2.22PM | | 90 | 0.0 | 97.1 | SJ | | YR | As 4.58PM | | A 12.20PM | A 12.55AM | | | | |
| | 9.20 | 11.38 | | f 2.29 | | 12 | 3.5 | 93.6 | | No Office | | f 4.50 | | 12.01PM | 12.25AM | | | | |
| | 9.40 | 11.55 ¹⁶² | | f 2.37 | 48 | | 8.1 | 89.0 | | No Office | W | f 4.41 | | 11.35 | 11.55 ¹⁶¹ | | | | |
| | | | | 2.44 | | | 11.7 | 85.4 | | No Office | | 4.34 | | | | | | | |
| | 10.30 | 12.15AM | | s 2.52 | 41 | 50 | 15.8 | 81.3 | MC | 5.00PM to 8.00AM | Y | s 4.26 | | 11.00 | 11.25 | | | | |
| | 11.10 | 12.40 | | s 3.07 | 42 | | 23.5 | 73.9 | RN | 5.00PM to 8.00AM | | s 4.10 | | 10.15 | 10.55 | | | | |
| | 11.50 | 1.05 | | 3.22 | 39 | | 31.1 | 66.0 | | No Office | W | s 3.54 | | 9.40 | 10.30 | | | | |
| L 7.00AM | A 12.45PM | 1.50 | | s 3.40 ¹¹⁸ | 36 | 60 | 37.2 | 59.9 | MT | 5.00PM to 8.00AM | RYJ | s 3.40 ¹¹⁷ | | 9.10 | 10.10 | | | | |
| | 7.15 | 2.01 | | f 3.49 | 26 | 20 | 41.2 | 55.9 | | No Office | | f 3.20 | | 8.40 | 9.55 | | | | |
| | 7.35 | 2.20 | | s 4.00 | | 7 | 46.6 | 50.5 | RH | 5.00PM to 8.00AM | | s 3.14 | | 8.20 | 9.35 | | | | |
| A 7.45AM | | A 2.43AM | | As 4.05PM | | | 48.6 | 48.5 | | No Office | K | Ls 3.10PM | | L 8.15AM | L 9.30PM | | | | |
| | | | | | | | 50.1 | 47.0 | | | R | | | | | | | | |
| | | | | | | | 54.7 | 42.4 | | | | | | | | | | | |
| | | | | | | | 58.6 | 38.5 | | | | | | | | | | | |
| | | | | | | | 62.9 | 34.2 | | | | | | | | | | | |
| | | | | | | | 65.2 | 31.9 | | | | | | | | | | | |
| | | | | | | | 67.3 | 29.8 | | | | | | | | | | | |
| | | | | | | | 68.9 | 28.2 | | | | | | | | | | | |
| | | | | | | | 72.7 | 24.4 | | | | | | | | | | | |
| | | | | | | | 78.9 | 18.2 | | | | | | | | | | | |
| | | | | | | | 80.4 | 16.7 | | | | | | | | | | | |
| | | | | | | | 83.3 | 13.8 | | | | | | | | | | | |
| | | | | | | | 86.4 | 10.7 | | | | | | | | | | | |
| | | | | | | | 89.5 | 7.6 | | | | | | | | | | | |
| | | | | | | | 90.7 | 6.4 | | | | | | | | | | | |
| | | | | | | | 92.6 | 4.5 | | | | | | | | | | | |
| | | | | | | | 93.6 | 3.5 | | | | | | | | | | | |
| | | A 6.00AM | | A 6.15PM | | | 97.1 | 0.0 | | | | L 1.05PM | | L 6.35PM | | | | | |
| | 0.45 | 3.45 | 6.30 | 3.53 | | | | | | | | 3.53 | | 4.05 | 6.20 | | | | |
| | 15.2 | 9.9 | 14.9 | 25.0 | | | | | | | | 25.0 | | 11.9 | 15.3 | | | | |
| | | | | Schedule Time | | | | | | | | | | | | | | | |
| | | | | Average Speed Per Hour | | | | | | | | | | | | | | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 195 IS SUPERIOR TO No. 194.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains
Between Fredrickson and Helsing Jct. 40 M. P. H.

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

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Time Table and Rules govern. Between Aberdeen & Hoquiam N. P. Time Table and Rules govern.
Junction switch at Helsing Junction must be left set for O.-W. R. & N. tracks leading to Centralia.
First class trains stop on flag; Betchard's, .7 mile east Roy; Arkley, 3 miles east Rainier; Gregory, 2.8 miles east Ofut Lake; Churchill, 1 mile west Ofut Lake; Beaver Creek, 2 miles east Maytown.
Train Register for Helsing Junction is located at Independence.

| FIRST CLASS | | Capacity of Sidings in Cars | Time Table No. 13 | | | FIRST CLASS | | SYMBOLS See Special Rule Page 11 | FIRST CLASS | |
|------------------------|------------|-----------------------------|---------------------------|-------------------------|-----------------------|-----------------|-------------------------|-------------------------------------|-------------|-----------|
| 33 | 31 | | In effect January 2, 1921 | | | 34 | 32 | | 34 | 32 |
| Passenger | Passenger | Passing Tracks | Other Sidings | Distance from Park Jct. | Distance from Ashford | Telegraph Calls | Office Closed Week Days | Passenger | Passenger | |
| Daily | Daily | | | | | | | Daily | Daily | |
| STATIONS | | | | | | | | | | |
| L 2.43PM | L 10.58AM | | | 0.0 | 5.5 | | No Office | YR | As 11.46AM | As 3.33PM |
| f 2.56 | f 11.08 | | 15 | 3.5 | 2.0 | | No Office | | f 11.35 | f 3.23 |
| f 3.01 | f 11.12 | | 25 | 4.5 | 1.0 | | No Office | | f 11.30 | f 3.18 |
| As 3.08PM | As 11.18AM | | 16 | 5.5 | 0.0 | F | 5.00PM to 8.00AM | R | L 11.25AM | L 3.13PM |
| .20 | .25 | | | | | | | | .21 | .20 |
| 16.7 | 13.4 | | | | | | | | 16.6 | 16.7 |
| Schedule Time | | | | | | | | | | |
| Average Speed Per Hour | | | | | | | | | | |

SPECIAL RULES

Eastward Trains are Superior to Westward Trains of the Same Class, Except No. 31 is Superior to No. 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

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 Te-ephone
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. 13 In Effect January 2, 1921 | | | | Distance from Raymond | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | | THIRD CLASS | |
|----------------------------------|----------------------|--------------------------|--------------------------|-----------------------------|---------------|-----------------------|--|------|----|-----------------|-----------------------|--------------------------|--------------------------|-------------------------------------|-------------|--|-------------|--|
| 261 | | 217 | | Passing Trucks | Other Sidings | | STATIONS | | | | | | | | 218 | | 262 | |
| Way Freight Daily Except Sun. | | Passenger Daily | | | | | | | | | | Passenger Daily | | Way Freight Daily Except Sun. | | | | |
| L 7.00 ^{AM} | L 7.00 ^{AM} | L 218 3.50 ^{PM} | L 217 3.50 ^{PM} | | 45 | 0.0 | MAYTOWN | 65.9 | MT | 5 PM to 8 AM | ⊗-W-K-B-J O-R-Y-P | A 217 3.35 ^{PM} | A 218 3.35 ^{PM} | A 2.10 ^{PM} | | | | |
| | | | | | | 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 3.19 | 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 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 8.15 | s 4.15 | s 4.15 | 69 | 50 | 13.9 | CENTRALIA | 52.0 | CN | 5 PM to 8 AM | Z-P | s 3.05 | 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 8.45 | s 4.23 | s 4.23 | 64 | 100 | 17.6 | CHEHALIS | 48.3 | CH | 5 PM to 8 AM | K-P-W | s 2.55 | s 2.55 | s 12.30 ^{PM} | | | | |
| | | | | | | 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 2.43 | 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 2.38 | 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 2.30 | 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 2.23 | f 11.10 | | | | |
| f 9.30 | f 9.30 | f 4.56 | f 4.56 | | 12 | 33.2 | MAYS | 32.7 | | No Office | | f 2.18 | f 2.18 | f 10.55 | | | | |
| s 10.05 | s 10.05 | s 5.03 | s 5.03 | 58 | 15 | 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 2.11 | s 10.40 | | | | |
| | | | | | | 36.4 | Nor. Pac. R. R. Crossing | | | | I | | | | | | | |
| s 10.20 | s 10.20 | s 5.08 | s 5.08 | 18 | 10 | 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 2.06 | 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 | f 1.46 | 9.40 | | | | |
| 11 00 | 11 00 | f 5.33 | f 5.33 | | 25 | 48.2 | BURT | 17.7 | | No Office | | f 1.41 | f 1.41 | 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 | f 1.38 | 9.25 | | | | |
| 11 20 | 11 20 | 5.41 | 5.41 | | 13 | 51.3 | MACPHAIL | 14.6 | | No Office | | 1.33 | 1.33 | 9.15 | | | | |
| 11 45 | 11 45 | s 5.50 | s 5.50 | 35 | 24 | 54.6 | SUTICO | 11.3 | CO | 6 PM to 8 AM | P | s 1.24 | s 1.24 | 8.55 | | | | |
| 12 01 ^{PM} | 12 01 ^{PM} | s 5.55 | s 5.55 | 26 | 22 | 56.2 | FIRDALE | 9.7 | | No Office | W-P | s 1.19 | s 1.19 | 8.40 | | | | |
| 12 20 | 12 20 | f 6.05 | f 6.05 | | | 59.4 | MOOSE | 6.5 | | No Office | | f 1.10 | f 1.10 | 8.25 | | | | |
| 12 35 | 12 35 | f 6.12 | f 6.12 | 6 | 18 | 62.1 | LANDING | 3.8 | | No Office | P | f 1.04 | f 1.04 | 8.15 | | | | |
| 12 45 | 12 45 | f 6.15 | f 6.15 | | | 63.1 | WILLAPA | 2.8 | | No Office | | f 1.01 | f 1.01 | 8.10 | | | | |
| 12 58 | 12 58 | f 6.19 | f 6.19 | 37 | 41 | 64.5 | SUNSET DUMP | 1.4 | | No Office | P | f 12.58 | f 12.58 | 8.05 | | | | |
| A 1.30 ^{PM} | A 1.30 ^{PM} | A 6.25 ^{PM} | A 6.25 ^{PM} | 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 12.55 ^{PM} | L 12.55 ^{PM} | L 8.00 ^{AM} | | | | |
| 6.30 | 6.30 | 2.35 | 2.35 | | | | Schedule Time | | | | | 2.40 | 2.40 | 6.10 | | | | |
| 10.1 | 10.1 | 26.3 | 26.3 | | | | Average Speed Per Hour | | | | | 21.8 | 21.8 | 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 Shepard 3.6 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 | | Freight Trains | |
| Between Maytown and MacPhail..... | 35 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 Firdale and Raymond..... | 35 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 AI 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

BRAKE RESISTANCE DECREASES AS SPEED INCREASES; THEREFORE, MUST BE CONTROLLED FROM THE START.

The Rules and Instructions referred to in the following are contained in Air Brake and Signal Instruction Book MP-124, revised and approved July, 1920, and effective January 1st, 1921.

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.
3. Before leaving a terminal or point where the make-up of a train has been changed also on eastward freight trains at Cedar Falls and Kittitas and on westward freight trains at Beverly, an outgoing air brake test must be made as per Rules 30 and 89.
4. A brake pipe test as per Rules 34 and 94 must be made when the train has been parted for any reason except at points where outgoing air brake test Rules 30 and 89 has been made. This test must also be made at Boylston on eastward freight trains and at Boylston and Hyak on westward trains.
This test must be made on westward freight trains at Boylston before leading locomotive reaches descending mountain grade which modifies Rule 35.
5. Before commencing descent of mountain grade, engineman must adjust the brake pipe feed valve to ninety pounds and have brake pipe charged to this pressure as per Rule 72-K.
6. Before commencing descent of grade from Hillsdale to Tacoma, outgoing air brake test, Rules 30 and 89, must be made and cars with defective brakes set out so that tons per operating brake shall not exceed fifty.
7. Retainers must be turned up as per Rule 102. All retainers must be used between Boylston and Beverly on eastward trains and between Hillsdale and Tacoma on eastward trains.
8. A running test of air brakes must be made when starting descent of mountain grade as per Rule 72-K (Freight service.)
9. After running test, regenerative brake, if used, will be brought into operation at the lowest speed permissible.
10. Last paragraph of Rule 72 referring to regenerative brake failure will govern between Boylston and Beverly but will be modified to cover other grades as follows: "In the event of regenerative failing, the train must be immediately brought under control with air brakes. After knowing positively train is under control, it will be permissible to again attempt regeneration."
11. After reaching foot of mountain grade reduce brake pipe pressure as per Rule 76.
12. Before starting back up movement on mountain grade with helper in train, the brake pipe test, Rules 34 and 94 will be made in the usual manner, except, after the brake pipe reduction has been made in the caboose, engineer on leading locomotive will cut out his brake valve, and engineer on helper locomotive (if more than one, the helper nearest the rear of train) will cut in his brake valve, release brakes, fully re-charge and have control of brakes during back up movement.
13. Before starting forward movement, engineman on rear will leave train brakes applied, cut out his brake valve, and engineman on leading engine will cut in his brake valve, release and take control of train brakes.
14. In making back up movement on mountain grade with any freight train, sufficient hand brakes must be set on rear to prevent run out of slack.
15. Rule 96 covering the use of hand brakes must be observed when setting out or picking up cars, also at any time road engine is cut off from train. When helper power left in train, in addition to use of hand brakes the engineman on rear engine will cut in his brake valve and keep brake pipe charged. When road engine again attached to train, engineman on rear engine will cut out his brake valve and usual brake pipe test made as per Rules 34 and 94.
16. Rule 99, Inoperative Air Brakes, does not apply on mountain grades.
17. 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.

GENERAL

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
 Frederickson 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 Beverly | East and West Frederickson |
| East and West Cle Elum | East and West Tanwax Jct. |
| East and West Easton | East and West Kapowsin |
| East and West Garcia | East and West Eatonville |
| East and West Cedar Falls | East and West Elbe |
| East and West of Selleck | East and West Camp 17 |
| East Maple Valley | East and West Mineral, Including East Creek Jct. |
| East and West Kent | East Morton |
| East and West Auburn | East and West McKenna |
| East and West Summer | East and West Rainier |
| East Tacoma Jct. | East and West Maytown |
| East and West Snoqualmie Falls | |
| 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. 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. Merrit, Local Surgeon, Enumclaw, Wash. |
| Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash. | Dr. H. K. Stockwell, Local Surgeon, Monroe, Wash. |
| Dr. J. R. Harvey, 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. MacLennan, Local Surgeon, Raymond, Wash. |
| | Dr. E. A. Riley, 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 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, twenty-five 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 Kittitas and Beverly to Othello, twenty-five miles per hour. Reduce to fifteen miles per hour over long bridges.

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

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

Enumclaw Line, fifteen miles per hour.

Maytown 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. |
| Waldala..... | 3.6 miles west of Ellensburg. |
| Taneum..... | 2.6 miles west of Thorp. |
| Conson..... | 5.5 miles west of Horlick. |

Hanford Line

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

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 Keechelua. |
| 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. |
| 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. |
| Orilla..... | Industry..... 300 ft. | 2.5 miles west of Black River. |
| Holstein..... | Industry..... 491 ft. | 1.2 miles west of Black River. |

Grays Harbor Line

| | | |
|---------------------------|---------------|-------------------------------|
| Chambers..... | Logs..... | 2.0 miles east of McKenna. |
| Haskins..... | Industry..... | 1.0 mile west of Loveland. |
| Harrison Bros. No. 2..... | Wood..... | 2.0 miles west of Loveland. |
| Betchard..... | Mill..... | 0.7 miles east of Roy. |
| Arkley..... | Mill..... | 3.0 miles east of Rainier. |
| Johnson Creek..... | Mill..... | 0.9 miles east of Rainier. |
| Gregory..... | Mill..... | 2.8 miles east of Offut Lake. |
| Patske Spur..... | Logs..... | 2.8 miles east of Offut Lake. |
| Des Chutes..... | Mill..... | 0.5 miles west of Gregory. |
| Churchill..... | Logs..... | 1.0 mile west of Offut Lake. |
| Beaver Creek..... | Mill..... | 2.0 miles east of Maytown. |
| Nulty..... | Logs..... | 1.5 miles west of Maytown. |
| Bordeaux..... | Mill..... | at Mumby. |
| 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 Wye at East Creek Jct. |
| Miller & Wilson..... | Mill..... | 1.5 from East Creek Jct. on Ladd mine track. |
| Carlson..... | Mill..... | 1.3 miles west of East Creek Jct. |
| Watkins..... | Logs..... | 0.5 miles west of Carlson. |
| 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

| | | |
|----------------------|---------------|------------------------------|
| Shepard..... | Industry..... | 3.6 miles west of Maytown. |
| Tebb..... | 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..... | 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..... | 8:00AM to 10:00AM and 3:30PM to 5:30PM |
| North Puyallup..... | 12:30PM to 2:30PM and 4:30PM to 6:30PM |
| 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 9:00AM and 9:00PM 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 |
| Frederickson..... | 9:00AM to 11:00AM and 2:15PM to 5:30PM |
| 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 3:30PM |
| 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 |
| Sutico..... | 12:15PM to 2:15PM and 4:30PM to 6:30PM |
| Othello..... | Continuous. |
| Corfu..... | 1:30PM to 4:30PM and 2:00AM to 5:00AM |
| 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 |
| Raymond..... | 12:01PM to 2:00PM and 5:30PM to 7:30PM |

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

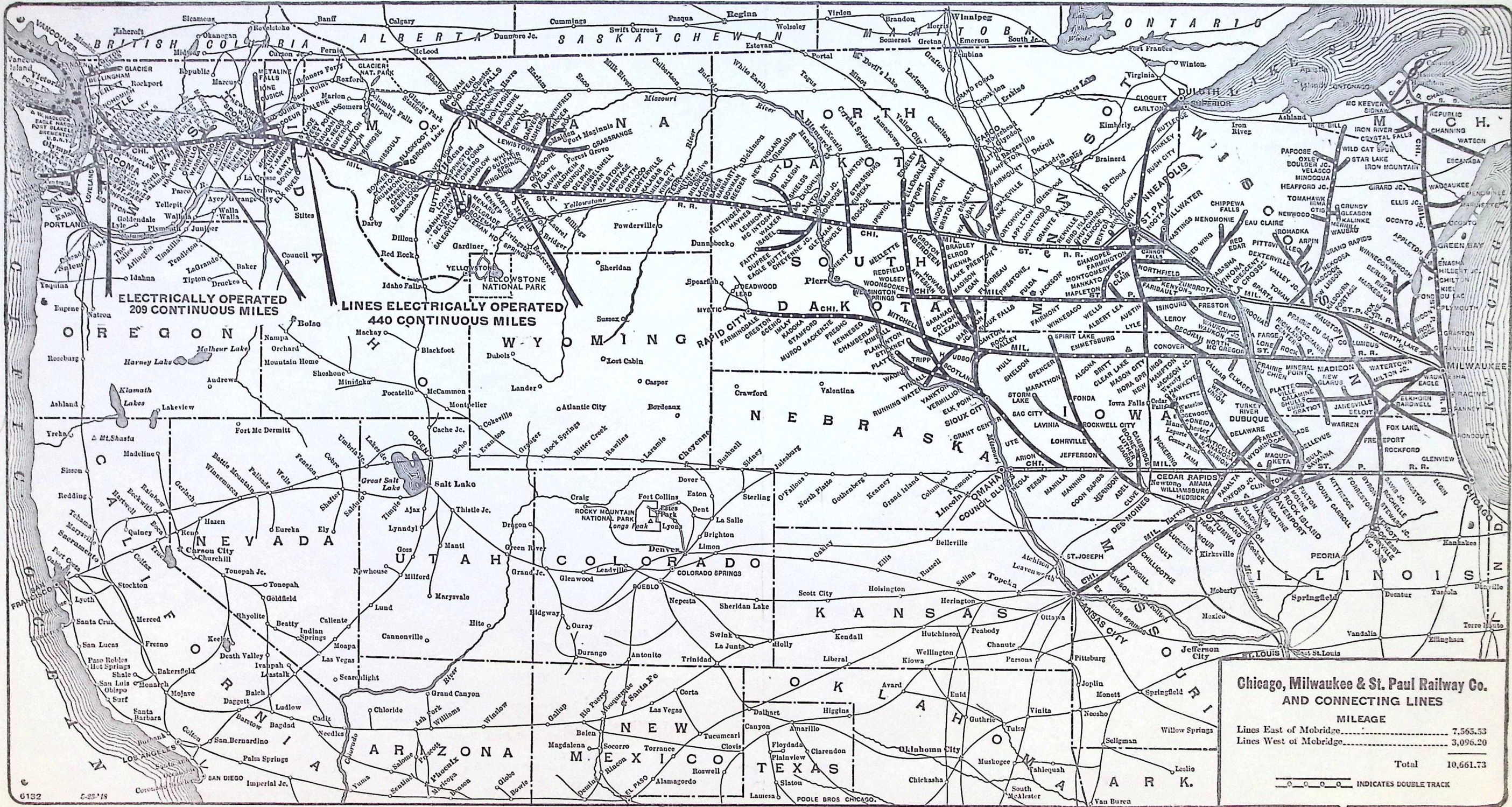
G. T. SPAULDING,
Traveling Engineer and Asst. Trainmaster.

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,
Train Dispatchers.

R. P. ROZELL,
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 | 7,565.53 |
| Lines West of Moberg | 3,096.20 |
| Total | 10,661.73 |

— — — — — INDICATES DOUBLE TRACK