

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

COAST DIVISION

TIME TABLE No. 14

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, OCTOBER 23, 1921

SUPERSEDING COAST DIVISION TIME TABLE NO. 13

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

NOTE IMPORTANT CHANGES IN AND ADDITIONS TO RULES ON PAGES 13 AND 14

F. C. DOW,
Superintendent.

J. L. BROWN,
Assistant Superintendent of Transportation

E. H. BARRETT,
Asst. to General Manager.

G. L. WHIPPLE,
Superintendent of Transportation

M. NICHOLSON,
General Manager.

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Distance from Othello	Time Table No. 14 IN EFFECT 12.01 A. M. October 23rd, 1921				Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS				SECOND CLASS		
315	63	263		15	17	Passing Trains	Other Sidings	STATIONS	16		18			64					74	316					
Mixed	Time Freight	Time Freight		Passenger	Passenger				Passenger		Passenger	Passenger	Passenger	Passenger							Time Freight	Time Freight	Mixed		
Daily except Sunday	Daily	Daily		Daily	Daily								Daily	Daily	Daily except Sunday										
	L 74 8:00AM	L 1:00AM		L 1:10PM	L 4:05AM		Yard	0.0	OTHELLO	98.9	SO		B@TORWC	A 4:30PM	A 2:50AM			A 5:30PM	A 7:50AM						
		8:25	1:30		1:18	4:13	70	10	ANSON	93.4		No Office	P	4:13	2:37			5:00	7:00						
		8:40	1:45		1:25	f 4:20	70	10	TAUNTON	89.7		No Office	P	4:04	f 2:30			4:45	6:40						
		9:05	18 2:19		f 1:35	s 4:32	70	20	5.8 CORFU	83.9	CF	4:00PM to 12:00MH	W	f 3:50	f 2:19			4:25	6:10						
		9:45	2:50		1:50	f 4:47	70	15	9.7 SMYRNA	74.2		No Office	P	61 3:32	f 1:59		16	3:50 3:19	5:25						
		10:10	3:15		2:01	74 4:57	70	20	6.5 JERICO	67.7		No Office	P	3:19	f 1:49			2:50	4:57						
	L 16-64 3:50PM	10:40	3:40		s 316-64 2:20	s 5:07	70	90	6.6 BEVERLY	61.1	BV		@OYBWCR	s 3:05	s 1:39			15-315 2:20	4:15	A 15 1:10PM					
	A 3:55PM							38.8	BEVERLY JCT.	60.1		No Office	J							L 1:05PM					
		10:55	74 3:55		2:29	5:17	70	10	1.8 COHASSETT	58.3		No Office	P	2:52	1:30			2:05	263 3:55						
		11:15	4:20		16 2:41	f 5:28	42	44.0	3.4 DORIS	54.9		No Office	P	15 2:41	f 1:22			1:50	3:35						
		11:45	4:45		2:57	f 5:46	70	6	5.6 RYE	49.3	RY	5:00PM to 8:00AM	W	2:30	f 1:10			1:25	3:10						
		12:10PM	5:05		3:08	5:59	70	7	3.3 CHEVIOT	46.0		No Office	P	2:23	1:02			1:05	2:50						
		64 12:45	5:25		3:19	s 6:11	70	21	3.7 BOYLSTON	42.3	BX		W	2:15	s 12:55			63 12:45	2:30						
		1:15	5:45		3:30	6:24	70	10	5.5 RENSLow	36.8		No Office	P	2:03	12:40			12:05PM	2:00						
		16 1:53	6:05		f 3:40	s 6:38	70	90	5.1 KITTITAS	31.7	KY		@BYWO	f 1:53	s 12:30			11:30	1:40						
		2:27	17 6:35 7:10		s 3:52	s 6:53	70	50	6.4 ELLENSBURG	25.3	NB	5:00PM to 8:00AM		s 1:42	s 12:17			11:05	1:15						
		2:48	7:45		4:05	f 7:10	70	20	6.9 THORP	18.4	RP	4:00PM to 7:00AM		1:29	f 12:03AM			10:35	12:50						
		3:15	8:20		4:21	f 7:29	70	5	8.4 HORLICK	10.0		No Office	PW	1:15	f 11:48			10:05	12:20AM						
	A 4:00PM	A 64 9:00AM		A 4:40PM	A 7:50AM		Yard	98.9	10.0 CLE ELUM	0.0	CM		@TOWCRB	L 1:00PM	L 11:30PM			263 9:30AM	L 11:50PM						
	0.05	8.0	8.0		3.20	3.45			Schedule Time					3.30	3.20			8.00	8.00	0.05					
	12.0	12.3	12.3		30.2	26.3			Average Speed per Hour					28.2	30.2			12.3	12.3	12.0					

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.

☛ No. 16 will take siding at Doris for No. 15.

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

MAXIMUM SPEED PERMISSIBLE

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

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

See other speed restrictions on page 14.

SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from Cle Elum	Time Table No. 14 IN EFFECT 12:01 A. M. October 23rd, 1921				Distance from Seattle	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS			SECOND CLASS		
395	63	263	15	43	17			Passing Tracks	Other Sidings	STATIONS	16					44	18	64	74	396	
Mixed Daily Except Sun.	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Yard			Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sun.							
	L 9.00 ⁷⁴ PM	L 5.30 ⁷⁴ PM	L 4.50 ⁶⁴ PM		L 8.00 ⁶⁴ AM		0.0	CLE ELUM	A 12.50 ¹⁷ PM		A 11.20 ⁶³ PM	A 7.45 ¹⁷ AM	A 8.50 ⁶³ AM								
	9.35	6.05	5.05		8.14	70	7.5	LAVENDER	12.34		11.02	7.15	8.10								
	9.50	6.20	5.11		f 8.22	65	11.6	EASTON	12.27		f 10.53	7.00	7.50								
	10.33 ¹⁸	7.00 ⁷⁴	5.26		f 8.37	70	20.1	WHITTIER	12.10		f 10.33 ⁶³	6.30	7.00 ²⁶³								
			5.35		8.45		24.1	KEECHELUS	12.03 ^{PM}		f 10.25										
	11.05	7.40	5.45		f 8.55	E75 W80	29.0	HYAK	11.55		f 10.16	6.00	6.15								
	11.20	7.55	s 5.55 ⁷⁴		s 9.05	E85 W75	31.6	ROCKDALE	s 11.45		s 10.06	5.45	5.55 ¹⁵								
	11.45	8.20	6.07		9.19	70	36.7	BANDERA	11.31		9.48	5.20	5.25								
	12.10 ^{AM}	8.45	6.21		f 9.33	70	42.0	GARCIA	f 9.30		4.50	5.00									
	12.35	9.12 ¹⁸	6.35		9.47	70	47.6	RAGNAR	11.05		9.12 ²⁶³	4.20	4.30								
	L 12.15 ^{PM}	1.00	10.00	s 6.47 ⁴⁴	L 10.20 ^{AM}	E80 W70	50.8	CEDAR FALLS	s 10.57	As 6.47 ^{PM}	s 9.07	4.05 3.30	4.15	A 10.00 ^{AM}							
	A 12.30 ^{PM}						54.8	BAGLEY JCT.	10.44		s 6.34	8.56	3.10	L 9.30 ^{AM}							
		1.20	10.25	6.54	s 10.29	70	55.6	BARNESTON	10.44		s 6.34	8.56	3.10	3.35							
		1.35	10.40	7.00	f 10.37 ¹⁶	70	59.5	TRUDE	10.37		f 6.26	8.50	2.55	3.20							
					f 10.42	10	62.1	LANDSBURG	10.37		f 6.19										
		2.00	11.05	7.07	f 10.47 ¹⁶	70	64.4	NOBLE	10.27		f 6.12	8.41	2.35	3.00							
	A 2.20 ^{AM}	A 11.25 ^{PM}	A 7.13 ^{PM}	As 10.55 ^{AM}	A 10.35 ^{AM}	85	67.8	MAPLE VALLEY	L 10.20 ^{AM}	Lf 6.05 ^{PM}	L 8.35 ^{PM}	L 2.20 ^{AM}	L 2.45 ^{PM}								
							71.6	CEDAR MOUNTAIN													
							73.1	INDIAN													
							74.6	ELLIOTT													
							75.9	MAPLEWOOD FARM													
							78.1	Northern Pacific Crossing RENTON													
							80.2	BLACK RIVER O-W R & N R.R. Crossing													
							84.8	VAN ASSELT													
							86.5	ARGO N. P. & O-W. R. & N. Crossing													
	A 5.00 ^{AM}	A 1.30 ^{AM}	A 8.15 ^{PM}	A 11.55 ^{AM}	A 11.45 ^{AM}		89.9	SEATTLE	L 9.30 ^{AM}	L 5.15 ^{PM}	L 7.40 ^{PM}	L 12.10 ^{AM}	L 1.00 ^{PM}								
	.15	8.	8.	3.25	1.35			Schedule Time	3.20	1.32	3.40	7.35	7.50	.15							
	16.0	11.2	11.2	25.9	24.7			Average Speed Per Hour	26.9	26.5	24.0	12.0	11.5	16.0							

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.

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. 43 and 44 will stop on signal at Irving, 2.5 miles west of Cedar Falls.
 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.
 Nos. 15 and 16 will stop on signal at Hyak to pick up and discharge passengers from or to Seattle and points west.
 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			Time Table No. 14 IN EFFECT 12:01 A. M. October 23rd, 1921		FIRST CLASS								
										975											691	93	63	Passing Tracks	Other Sidings	Distance from Seattle	STATIONS		17	561	15	563
										O-W.R.&N. Way Freight										O-W.R.&N. Time Freight	Time Freight	Time Freight	Passenger				O-W.R.&N. Passenger	Passenger	O-W.R.&N. Passenger			
										Daily Except Mon.										Daily	Daily Except Sun.	Daily										
																				L 5.00PM					0.0	SEATTLE	L 12.15PM		L 8.30PM			
																									3.4	ARGO N. P. O-W. R. & N. Crossing						
																									5.1	VAN ASSELT						
										L 7.30AM										¹⁸ L 7.15PM	L 6.00PM	L 3.15AM	Yard		9.4	BLACK RIVER Northern Pacific Crossing	Lf 12.43PM	L 3.50PM	L 8.53PM	L 11.35PM		
										7.50										7.31	¹⁸ 6.45	3.33	69	86	16.3	KENT	s 12.55	4.03	9.05	11.47		
										8.05										7.42	7.05	3.51	E73 W85	75	21.3	AUBURN	s 1.04	4.12	⁶⁴ 9.11	11.58		
										¹⁶ 8.24										7.52	7.25	4.03			25.9	BENROY	⁹⁴ 1.11	4.20	9.19	12.06AM		
										8.35										7.57	7.35	4.12	35	50	28.5	SUMNER	s 1.15	4.25	9.23	12.14		
										8.40										8.00	7.40	4.22	79	32	30.2	NORTH FUYALLUP	f ⁹⁷⁶ 1.21	4.29	9.26	12.18		
										A 9.00AM										⁶⁴ A 8.15PM	⁶⁴ A 8.00PM	⁶⁹²⁻⁵⁶⁴ A 4.40AM			35.8	TACOMA JCT.	1.30	A 4.40PM	⁵⁶² 9.35	A 12.29AM		
																									37.8	TACOMA	A 1.45PM		A 9.50PM			
										1.30										1.00	3.	1.25				Schedule Time	1.30	.50	1.20	.54		
										17.4										26.2	11.8	18.0				Average Speed Per Hour	25.2	31.5	28.3	29.1		

MAXIMUM PERMISSIBLE 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. 14 IN EFFECT 12.01 A. M. October 23rd, 1921	STATIONS	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS				THIRD CLASS		
562	18	16	564							692	64			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 7.25PM	A 9.15AM			SEATTLE	37.8										
					3.4 ARGO N. P. O.-W. R. & N. Crossing	34.4										
					1.7 VAN ASSELT	32.7										
A 10.20PM	A 6.59PM	A 8.54AM	A 6.00AM		4.3 BLACK RIVER Northern Pacific Crossing	28.4	BI		YWRIKJ	A 6.25AM	A 10.00PM		A 2.30PM	A 2.45PM		
10.07	s 6.45	8.41	5.46		6.9 KENT	21.5	K	7.00PM to 8.00AM		6.05	9.35		2.05	2.20		
9.58	s 6.35	8.32	5.36		5.0 AUBURN	16.5	BR			5.52	9.11		1.35	2.00		
9.51	6.26	975 8.24	5.28		4.6 BENROY	11.9		No Office	P	5.40	8.50		17 1.11	1.45		
9.47	s 6.21	8.20	5.23		2.6 SUMNER	9.3	UX	11.00PM to 7.00AM	W	5.34	8.40		12.55	1.30		
9.44	f 6.17	8.17	5.20		1.7 NORTH PUYALLUP	7.6	PX	6.30PM to 8.00AM		5.30	8.35		12.05PM	17 1.21		
L 9.35PM	6.09	8.09	L 5.10AM		5.6 TACOMA JCT.	2.0	JN		RJ@KB	L 5.15AM	L 8.15PM		L 11.45AM	L 12.45PM		
	L 6.00PM	L 8.00AM			2.0 TACOMA	0.0	TC		@RBK							
.45	1.25	1.15	.50		Schedule Time					1.10	1.45		2.45	2.00		
35.2	26.5	30.0	31.5		Average Speed Per Hour					22.4	15.0		9.2	13.2		

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.

WESTWARD BET. BEVERLY JCT. AND HANFORD---SUB-DIV. EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Beverly Jct.	Time Table No. 14 IN EFFECT 12.01 A. M. October 23rd, 1921				Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS	
315	Mixed			Daily except Sunday	STATIONS	316	Mixed					Daily except Sunday	
L	3.55PM		0.0	BEVERLY JUNCTION	45.2	No Office	P JR	A	1.05PM				
s	4.10	6	4.0	LEVERING	41.2	No Office		s	12.45				
s	4.40	28	14.4	PRIEST RAPIDS	30.8	No Office	P W	s	12.05PM				
s	5.05	9	21.3	VERNITA	23.9	No Office		s	11.35				
s	5.25	5	27.4	HAVEN	17.8	No Office		s	11.10				
s	5.35	12	30.7	ALLARD	14.5	No Office		s	10.55				
s	5.56	25	37.4	WHITE BLUFFS	7.8	WB	5.00PM to 6.00PM 7.00PM to 8.00AM	s	10.30				
A	6.25PM	10	45.2	HANFORD	0.0	IIN	5.00PM to 8.00AM	YWR	L	10.00AM			
	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.

WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

										Time Table No. 14 IN EFFECT 12.01 A. M. October 23rd, 1921																		
										STATIONS																		
										Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11															
										Distance from Bagley Jct.																		
										Passing Tracks	Other Sidings																	
										Capacity of Sidings in Cars																		
										SECOND CLASS	395	THIRD CLASS	396															
										Mixed		No Office	R	A 9.30AM														
										Daily Except Sun.		No Office	W 1 M L E	s 9.10														
										L 12.30PM	17	0.0	BAGLEY JCT.	17.5		f 8.45												
										s 12.55	37	13	2.2	2.2 SELLECK Northern Pac. Ry. Crossing	15.3		f 8.34											
										f 1.15	19		7.1	4.9 PALMER Northern Pac. Ry. Crossing	10.4		f 8.27											
										f 1.25	15	46	8.4	1.3 BAYNE	9.1		f 8.15											
										f 1.35		7	10.2	1.3 CUMBERLAND Northern Pac. Ry. Crossing	7.3		f 8.07											
										f 1.45		6	13.3	3.1 VEAZIE	4.2		L 8.00AM											
										f 2.01			15.5	2.2 ENUMCLAW JCT.	2.0	CW	11.6											
										A 2.15PM	28	55	17.5	2.0 ENUMCLAW	0.0	4.15PM to 7.15AM	WR											
										1.40				Schedule Time														
										10.6				Average Speed Per Hour														

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		Distance from Tacoma	Time Table No. 14 IN EFFECT 12.01 A. M. October 23rd, 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	Passing Trains	Other Sidings	STATIONS	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Way Freight	Way Freight	Time Freight	Passenger	Passenger																						
Daily Except Sun.	Mon., Wed. and Fri.	Daily Except Sat.	Daily	Daily	Daily Except Sun.	Daily Except Mon.				Tues., Thurs. and Sat.																
L 9.00AM	L 8.00AM	L 10.30PM	L 1.55PM	L 8.40AM			TACOMA			67.2	TC		ⓄRBK	A 5.50PM	A 5.35PM	A 1.55PM	A 2.30PM	A 1.35PM								
9.40	8.25	11.00	f 2.07	s 8.52	16	65	HILLSDALE			64.1	B	6.00PM to 8.00AM		s 5.35	f 5.13	11.30	117 2.07	1.10								
			f 2.11	f 8.56		30	MIDLAND			61.7		No Office		f 5.26	f 5.06											
10.00	8.40	162 11.15	2.14	8.59	52		ALLISON			60.3		No Office		5.23	5.03	161 11.15	1.45	12.40								
10.37	A 8.55AM	A 11.35PM	Af 2.22PM	s 9.07	40	90	FREDERICKSON			56.0	SJ		YR W 1/2ME	s 5.16	Lf 4.55PM	L10.55PM	1.25	L12.20PM								
10.50				f 9.10	32		BERKELEY			54.4		No Office		f 5.11			1.10									
10.58				s 9.14		60	HARDING Wheeler Reese Lbr. Co. Crossing			52.2		No Office		s 5.05			12.45									
11.05				s 9.16		9	GRAHAM			51.3		No Office		s 5.03			12.30									
11.15				f 9.20		20	THRIFT			49.8		No Office		f 4.59			12.25PM									
192 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	KAPOWSIN			44.2	K	5.00PM to 8.00AM	WO	s 4.46			11.30									
1.00				s 9.50		8	CLAY CITY			38.9		No Office		s 4.33			10.40									
1.30				s 10.05	21	30	EATONVILLE			34.6	V	5.00PM to 8.00AM	W	s 4.23			31 10.05									
1.50				s 10.14	19		LA GRANDE			30.6		No Office		s 4.13			9.40									
2.20				s 10.29	32	40	ALDER			26.0	AD	5.00PM to 8.00AM		s 3.57			9.15									
2.35				s 10.36	48		RELIANCE			23.9		5.00PM to 8.00AM		s 3.52			9.07									
2.50				s 10.43	25	15	WILLIAMSON			21.0		No Office		s 3.44			8.55									
3.05				s 10.50	24	30	ELBE			20.0	H	5.00PM to 8.00AM	W	s 3.39			8.48									
32 3.30				s 10.58 s 11.46		49.6	PARK JCT.			17.6		No Office	RYJ	s 3.33 s 2.43			8.35									
A 4.15PM				s 12.04PM	35	40	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	COWLITZ JCT.			7.6		No Office		f 2.10												
				f 12.42		50	EAST FORKS			3.4		No Office	W 1 Mi E	f 1.56												
				f 12.48		15	LINDBERG			2.4		No Office		f 1.53												
				A 1.00PM		25	MORTON			0.0	MO	5.00PM to 8.00AM	YR	L 1.45PM												
7.15	.55	1.05	.27	4.20			Schedule Time							4.05	.40	1.00	6.15	1.15								
7.4	11.5	11.0	24.9	15.5			Average Speed Per Hour							16.8	16.6	11.2	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. 14 IN EFFECT 12:01 A. M. October 23rd, 1921										FIRST CLASS		THIRD CLASS			
195	193	161	117				Capacity of Sidings in Cars		STATIONS						118		194	162				
Way Freight Tues., Thurs. and Sat.	Way Freight Mon., Wed., and Fri.	Time Freight Daily Except Sat.	Passenger Daily	Passing Tracks	Other Sidings	Distance from Fredrickson	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	Passenger Daily	Way Freight Tues., Thurs. and Sat.	Freight Daily Except Sun.									
	L 9:00AM	L 11:35PM	Lf 2:22PM		90	0.0	97.1	SJ		YR	As 4:55PM	A 12:20PM	A 10:55PM									
		9:20	f 2:29		12	3.5	93.6		No Office		f 4:48	12:01PM	10:43									
		9:40	f 2:37	48		8.1	89.0		No Office	W	f 4:40	11:35	10:28									
			2:44			11.7	85.4		No Office		4:34											
	10:30	12:15AM	s 2:52	41	50	15.8	81.3	MC	4:30PM to 7:15AM	Y	s 4:26	11:00	10:00									
	11:10	12:40	s 3:07	42		23.5	73.9	RN	5:00PM to 8:00AM		s 4:10	10:15	9:32									
	11:50	1:05	f 3:22	39		31.1	66.0		No Office	W	s 3:54	9:40	9:05									
L 7:00AM	A 12:45PM	1:50	s 3:40	36	60	37.2	59.9	MT	5:00PM to 8:00AM	RYJ	s 3:40	9:10	8:42									
	7:15	2:01	f 3:49	26	20	41.2	55.9		No Office		f 3:20	8:40	8:27									
	7:35	2:20	s 4:00		7	46.6	50.5	RH	5:00PM to 8:00AM		s 3:14	8:20	8:07									
A 7:45AM		A 2:43AM	As 4:05PM			48.6	48.5		No Office	K	Ls 3:10PM	L 8:15AM	L 8:00PM									
						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			WYCO RBK	L 1:05PM		L 5:00PM									
	0.45	3.45	6.30								3.53	4.05	5.55									
	15.2	9.9	14.9								25.0	11.9	16.4									
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; Botchard's, 7 mile east Roy; Arkley, 3 miles east Rainier; Gregory, 2.8 miles east Offut Lake; Churchill, 1 mile west Offut Lake; Beaver Creek, 2 miles east Maytown.
Train Register for Helsing Junction is located at Independence.

FIRST CLASS		Capacity of Sidings in Cars	Distance from Park Jct.	Time Table No. 14 IN EFFECT 12:01 A. M. October 23rd, 1921			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	
33	31			34	32							
Passenger Daily	Passenger Daily	Passing Trains	Other Sidings	STATIONS			Passenger Daily	Passenger 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	
16.7	13.4				Average Speed Per Hour					16.6	16.7	

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 Telephone
I—Interlocked
G—Gated.

B—Bulletin Boards
J—Junction
Z—Track Scales
f—Refreshments
K—Connection with a Foreign Road

TONNAGE RATING

EASTWARD								
CLASS OF POWER	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
WESTWARD								
	OTHELLO TO BEVERLY	BEVERLY TO BOYLSTON	BOYLSTON TO CLE ELUM	CLE ELUM TO HYAK	HYAK TO CEDAR FALLS	CEDAR FALLS TO TACOMA		THROUGH EFFICIENCY RATING
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. 14 IN EFFECT 12:01 A. M. October 23rd, 1921			Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS	
261		217		Passing Trains	Other Sidings		STATIONS							218		262	
Way Freight		Passenger											Passenger		Way Freight		
Daily Except Sun.		Daily											Daily		Daily Except Sun.		
L 7.00AM		L 3.50PM			45	MAYTOWN			65.9	MT	5 PM to 8 AM	⊕-W-K-B-J O-R-Y-P	A 217 3.35PM		A 1.40PM		
						1.5	Maytown Lbr. Co. Crossing			64.4			G				
	f 7.20	f 4.04		68		5.8	ESSEX			58.6		No Office		f 3.19	f 1.05		
	f 7.35	f 4.10		5		3.4	Ford's Prairie Coal Co. Crossing FORAN			55.2		No Office	G	f 3.12	f 12.50		
						1.8	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.			53.3			I				
	s 8.00	s 4.17		69	50	13.9	CENTRALIA			52.0	CN	5 PM to 8 AM	Z-P	s 3.05	s 12.35PM		
						14.4	Nor. Pac. R. R. Crossing			51.4			G				
						17.2	2 Nor. Pac. R. R. Spur Crossings			48.7			G				
	s 8.30	s 4.28		64	100	17.6	CHEHALIS			48.3	CH	5 PM to 8 AM	K-P-W	s 2.55	s 11.55		
						19.7	Nor. Pac. R. R. Crossing			48.1			I				
	f 8.40	f 4.35		13		21.6	JOY			44.3		No Office		f 2.43	f 11.20		
	f 8.45	f 4.39		62		23.8	WEST ADNA			42.1		No Office		f 2.38	f 11.05		
	f 8.55	f 4.48			18	27.4	RUTH			38.5		No Office	P	f 2.30	f 10.50		
	f 9.05	f 4.55			12	30.7	HOPDALE			35.2		No Office		f 2.23	f 10.40		
	f 9.15	f 5.00			12	33.2	MAYS			32.7		No Office		f 2.18	f 10.25		
							Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD			29.6	YD	5.15PM to 8AM	G W-P	s 2.11	s 10.10		
						36.4	Nor. Pac. R. R. Crossing						I				
	s 9.50	s 5.12		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 9.50		
						41.1	Doty Lbr. & Shgl. Co. Crossing						G				
						42.5	Doty Lbr. & Shgl. Co. Crossing						G				
	10.15	f 5.33			25	46.8	DAVIS			19.1		No Office		f 1.46	9.10		
	10.25	f 5.37			25	48.2	BURT			17.7		No Office		f 1.41	9.00		
	10.35	f 5.39		58		49.1	BEDFORD			16.8		No Office	W-P	f 1.38	8.55		
	10.45	5.45			13	51.3	MACPHAIL			14.6		No Office		1.33	8.45		
	11.10	s 5.54		35	24	54.6	SUTICO			11.3	CO	6 PM to 8 AM	P	s 1.24	8.25		
	11.25	s 5.59		26	22	56.2	FIRDALE			9.7		No Office	W-P	s 1.19	8.10		
	11.45	f 6.08				59.4	MOOSE			6.5		No Office		f 1.10	7.55		
	12.01PM	f 6.14		6	18	62.1	LANDING			3.8		No Office	P	f 1.04	7.45		
	12.10	f 6.17				63.1	WILLAPA			2.8		No Office		f 1.01	7.40		
	12.30	f 6.21		37	41	64.5	SUNSET DUMP			1.4		No Office	P	f 12.58	7.35		
	A 12.50PM	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 7.30AM		
	5.55	2.35					Schedule Time							2.40	6.10		
	11.1	26.3					Average Speed Per Hour							24.8	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.

RAYMOND-MAYTOWN SUB-DIVISION RAILWAY CROSSINGS INTERLOCKED

The home and distant signals used in operating the interlocking plants at Dryad, Chehalis and Blakesley Jct. are upper quadrant.
At Chehalis and Dryad, the home signals are mechanically operated, two position. At Blakesley Jct. the home signals are electrically operated, two position.
All distant signals are three position, semi-automatic.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

See other speed restrictions on page 14.

That part of Rule 19 and D-19 in the Book of Rules and Regulations pertaining to the kind of marker to be displayed is changed to read "By day a green flag or marker lamps not lighted."

All trains must obtain Clearance Card Form A or A1 before leaving initial station on each Sub-Division.

Conductors of all trains will register in person at Registering Stations unless authorized by special rule or by instructions of Train Dispatcher to Register by card.

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADES

Location will be Specified on Time-Tables

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.
18. Freight trainmen will not be required to ride on top of train 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

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.

20. Motors should not be run coupled together either light or when hauling a train—when two motors are used in the same train they should be separated by ten or more cars.

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 of Kittitas | East and West Tanwax Jct. |
| East and West Cle Elum | East and West Kapowsin |
| East and West Easton | 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. |
| 3234 feet West of N. P. tower at Black River on Black River to Tacoma Sub-Division. | East Morton |
| East and West Kent | East and West McKenna |
| East and West Auburn | East and West Rainier |
| East and West Sumner | East and West Maytown |
| East Tacoma Jct. | |
| 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 Saticum. | |
| 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. Merritt, Local Surgeon, Enumclaw, Wash. |
| Dr. A. W. Bridge, Local Surgeon, Eatonville, Wash. | Dr. H. K. Stockwell, Local Surgeon, Monroe, Wash. |
| Dr. Winfred Dana, 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. H. J. Shadd, 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, Tacoma, 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 per hour 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 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 special purpose of handling steam derrick will observe the following speed restrictions between points shown below unless otherwise directed by slow order.

Between Tacoma and Seattle, 25 miles per hour, reducing to 20 miles per hour over long bridges.

Between Seattle and Cedar Falls, 25 miles per hour, reducing to 15 miles per hour over long bridges.

Between Cedar Falls and Rockdale, 20 miles per hour, reducing to 15 miles per hour around sharp curves.

Between Hyak and Kittitas, 25 miles per hour, reducing to 15 miles per hour over long bridges.

Between Kittitas and Beverly, 20 miles per hour, reducing to 15 miles per hour around sharp curves.

Between Beverly and Othello, 25 miles per hour, reducing to 15 miles per hour over long bridges.

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.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles per hour and other trains twenty (20) miles per hour passing over railroad crossings and through interlocking plant limits.

The speed of all trains passing through cross-overs, entering upon or leaving ends of double tracks, passing tracks or other side tracks must be controlled and not exceed ten (10) miles per hour, except at designated turn-outs laid with long frogs where speed may be increased to, but not to exceed, twenty (20) miles per hour.

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 ENUMCLAW LINES

Do not exceed fifteen miles per hour over Tokul Creek bridge FF-842 West of Tokul.

NATIONAL PARK LINE

Between Hillsdale and Tacoma, eastward passenger trains will not exceed fifteen miles per hour and freight trains will not exceed twelve miles per hour.

Passenger and freight trains will not exceed ten miles per hour between LaGrande and three and one-half miles West.

Trains approaching street railway crossing at Midland will reduce speed to ten miles per hour four hundred feet before reaching the crossing and sound railway crossing whistle.

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

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

WILLAPA HARBOR LINE

Trains handling rotary snow plows, lidgerwoods and ditchers will not exceed fifteen miles per hour.

Trains must approach and pass over street crossings at Chehalis and Centralia at a speed not to exceed six miles per hour. When switching over these crossings engine and trainmen must exercise special care in the protection of street traffic.

All trains must be under full control before reaching East switch at Sutico.

HANFORD LINE

Trains will run carefully around curves between Levering and Vernita and at other points where track conditions or special orders restrict the speed.

Special Regulation

Trains at night come to full stop before crossing avenue D, Snohomish, and brakeman go to crossing and flag train across, acting in place of regular flagman.

The following ruling by Interstate Commerce Commission.

"In long distance movements, 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

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

Miller & Dunn.....	Logs.....	0.75 mile west of Whitier
Meadow Creek.....	U. S. R. S. 770 ft.	2.5 miles west of Whittier.
Ortman.....	Logs.....	950 ft. 0.5 miles west of Keechelus.
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 Kapowain.
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.
Hickey.....	Logs.....	1.3 miles west of Park Jct.
Flynn.....	Log.....	2.0 miles east 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.....	9:15AM to 11:15AM 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.
Summer.....	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

Tacoma.....	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
Kapowain.....	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
Saticum.....	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.
Everett.....	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

W. H. WINGATE,
Trainmaster.

E. L. CLEVELAND,
Asst. Superintendent.

E. G. FOWLER,
K. N. ELDRIDGE,

W. A. ALLEN,

W. A. MONROE,

M. B. MARTINI,

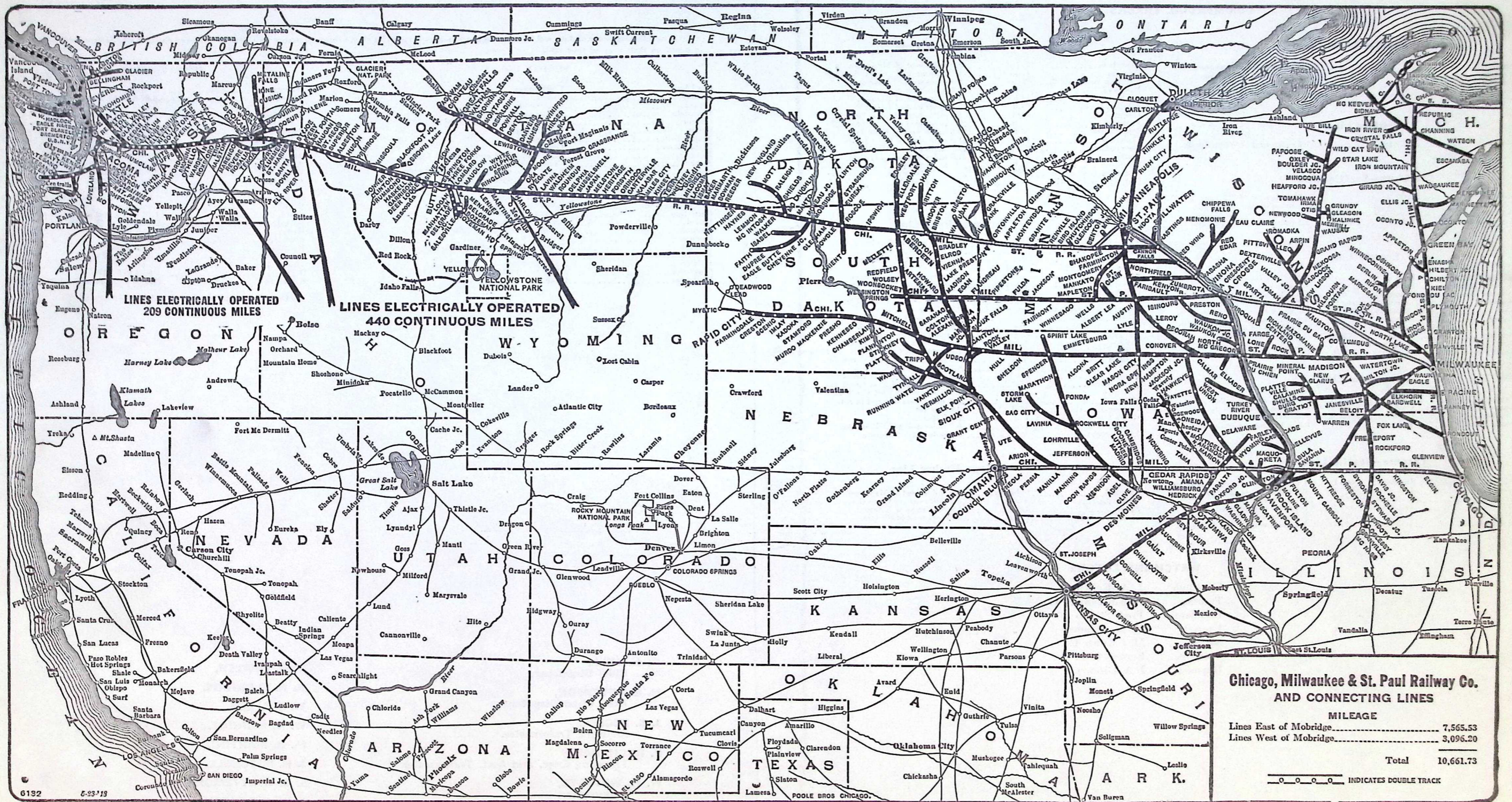
J. N. MITCHELL,

S. C. WHITTEMORE,

J. W. BIRKBECK,

T. J. DEPUE,
Train Dispatchers.

D. W. BOH,
Train Dispatcher
Between Enumclaw and Enumclaw Jct.



INES ELECTRICALLY OPERATED
209 CONTINUOUS MILES

INES ELECTRICALLY OPERATED
440 CONTINUOUS MILES