

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

TO PUGET SOUND - ELECTRIFIED-

COAST DIVISION

TIME TABLE No. 16

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JULY 29, 1923

SUPERSEDING COAST DIVISION TIME TABLE NO. 15

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. C. DOW,
Superintendent.

N. A. MEYER,
Assistant Superintendent of Transportation

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

J. L. BROWN,
Superintendent of Transportation

M. NICHOLSON,
General Manager.

| SECOND CLASS | | | FIRST CLASS | | | Capacity of Sidings in Cars | | | Time Table No. 16 IN EFFECT 12.01 A. M. JULY 29th, 1923 | | | FIRST CLASS | | | SECOND CLASS | | |
|------------------------|------------------------|--------------------|------------------------|-----------------------|----------------|-----------------------------|-----------------------|------------------------|---|-----------------|-------------------------|-------------------------------------|-----------------------|-----------------------|------------------------|------------------------|---------------------|
| 315 | 63 | 263 | 15 | 17 | Passing Tracks | Other Sidings | Distance from Othello | STATIONS | Distance from Cle Elum | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 16 | 18 | 64 | 74 | 316 |
| Mixed | Time Freight | Time Freight | Passenger | Passenger | | | | | | | | | Passenger | Passenger | Time Freight | Time Freight | Mixed |
| Daily except Sunday | Daily | Daily | Daily | Daily | | | | | | | | | Daily | Daily | Daily | Daily | Daily except Sunday |
| | L 8:00AM ⁷⁴ | L 1:30AM | L 12:15PM | L 4:15AM | | Yard | 0.0 | OTHELLO | 98.9 | SO | | B@TORWCA | 4:10PM | A 3:20AM | A 3:55PM | A 7:15AM ⁶³ | |
| | 8:25 | 1:55 | 12:22 | 4:22 | 70 | 10 | 5.5 | ANSON | 93.4 | | No Office | P | 3:57 | 3:07 | 3:10 | 6:35 | |
| | 8:40 | 2:10 | 12:28 | f 4:28 | 70 | 10 | 9.2 | TAUNTON | 89.7 | | No Office | P | 3:50 | f 3:00 | 2:50 | 6:15 | |
| | 9:15 | 2:47 ¹⁸ | f 12:40 | s 4:42 | 70 | 20 | 15.0 | CORFU | 83.9 | CF | 4:00PM to 12:00MN | W | f 3:37 | f 2:47 ²⁶³ | 2:15 | 5:40 | |
| | 9:45 | 3:15 | 12:55 | f 4:57 ⁷⁴ | 70 | 15 | 24.7 | SMYRNA | 74.2 | | No Office | P | 3:19 | f 2:29 | 1:35 | 4:57 ¹⁷ | |
| | 10:10 | 3:40 | 1:06 ⁶⁴ | 5:08 | 70 | 20 | 31.2 | JERICHO | 67.7 | | No Office | P | 3:08 | f 2:18 | 1:06 ¹⁵ | 4:30 | |
| L 3:05PM ¹⁶ | 10:40 | 4:05 ⁷⁴ | s 1:18 | s 5:20 | 70 | 90 | 37.8 | BEVERLY | 61.1 | BV | | @OYBWR | s 2:58 ³¹⁵ | s 2:08 | 12:40 | 4:05 ²⁶³ | A 12:25PM |
| A 3:10PM | | | | | | | 38.8 | BEVERLY JCT. | 60.1 | | No Office | J | | | | | L 12:20PM |
| | 10:55 | 4:20 | 1:26 | 5:29 | 70 | 10 | 40.6 | COHASSETT | 58.3 | | No Office | P | 2:49 | 1:59 | 12:25 | 3:45 | |
| | 11:15 | 4:40 | 1:35 | f 5:40 | 42 | | 44.0 | DORIS | 54.9 | | No Office | P | 2:41 | f 1:51 | 12:10PM | 3:30 | |
| | 11:45 ⁶⁴ | 5:10 | 1:50 | f 5:57 | 70 | 6 | 49.6 | RYE | 49.3 | RY | 5:00PM to 8:00AM | W | 2:28 | f 1:38 | 11:45 ⁶³ | 3:05 | |
| | 12:10PM | 5:30 | 2:01 | 6:09 | 70 | 7 | 52.9 | CHEVIOT | 46.0 | | No Office | P | 2:20 | 1:30 | 11:15 | 2:45 | |
| | 12:45 | 5:50 | 2:10 ¹⁶ | s 6:20 | 70 | 21 | 56.6 | BOYLSTON | 42.3 | BX | | W | 2:10 ¹⁵ | s 1:20 | 10:50 | 2:25 | |
| | 1:15 | 6:10 | 2:22 | 6:32 | 70 | 10 | 62.1 | RENSLOW | 36.8 | | No Office | P | 1:56 | 1:06 | 10:25 | 1:55 | |
| | 1:44 ¹⁶ | 6:32 ¹⁷ | f 2:32 | s 6:43 ²⁶³ | 70 | 90 | 67.2 | KITTITAS | 31.7 | KY | | @BYWO | f 1:44 ⁶³ | s 12:55 | 10:05 | 1:35 | |
| | 2:05 | 7:25 | s 2:45 | s 6:56 | 70 | 50 | 73.6 | ELLENSBURG | 25.3 | NB | 5:00PM to 8:00AM | | s 1:35 | s 12:43 | 9:40 | 1:10 | |
| | 2:25 | 8:00 | 2:58 | f 7:10 | 70 | 20 | 80.5 | THORP | 18.4 | RP | 4:00PM to 7:00AM | | 1:23 | f 12:30 ⁷⁴ | 9:15 | 12:43AM ¹⁸ | |
| | 2:58 ¹⁵ | 8:40 ⁶⁴ | 3:15 ⁶³ | f 7:28 | 70 | 5 | 88.9 | HORLICK | 10.0 | | No Office | PW | 1:08 | f 12:14AM | 8:40 ²⁶³ | 11:45 | |
| A 4:15PM | A 9:30AM | A 3:35PM | A 7:50AM ⁶⁴ | | | Yard | 98.9 | CLE ELUM | 0.0 | CM | | @TOWRB | L 12:50PM | L 11:55PM | L 8:00AM ¹⁷ | L 11:15PM | |
| 0.05 | 8.15 | 8.00 | 3.20 | 3.35 | | | | Schedule Time | | | | | 3.20 | 3.25 | 7.55 | 8.00 | 0.05 |
| 12.0 | 11.9 | 12.3 | 29.7 | 28.2 | | | | Average Speed per Hour | | | | | 29.7 | 29.1 | 12.5 | 12.3 | 12.0 |

SPECIAL RULES

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

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.
No. 15 will take siding at Boylston for No. 16.

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.

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 | | Time Table No. 16 IN EFFECT 12:01 A. M. JULY 29th, 1923 | | | | | | | | | | FIRST CLASS | | | SECOND CLASS | | |
|-------------------------|-------------------------|-------------------------|-------------------------|------------------------|-------------------------|-----------------------------|---------------|---|---|-----------------------|-----------------|-------------------------|----------------------------------|--------------------------|-----------------------|--------------------------|-------------------------|-------------------------|----------------------|-----------------|-----------------|-----------------|-----------------|
| 395 | 63 | 263 | 15 | 43 | 17 | Passing Tracks | Other Sidings | Distance from Cle Elum | STATIONS | Distance from Seattle | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 16 | 44 | 18 | 64 | 74 | 396 | | | | |
| Mixed Daily Except Sun. | Time Freight Daily | Time Freight Daily | Passenger Daily | Passenger Daily | Passenger Daily | | | | | | | | | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily |
| | L 9:00 ⁷⁴ PM | L 5:30 ⁷⁴ PM | L 3:45 ⁷⁴ PM | | L 8:00 ⁷⁴ AM | | Yard | 0.0 |CLE ELUM..... | 89.9 | CM | | ⊙WORTB | A 12:40 ⁶³ PM | | A 11:45 ⁶³ PM | A 6:15 ⁶³ AM | A 8:50 ⁶³ PM | | | | | |
| | 9:40 | 6:05 | 3:59 | | 8:14 | 70 | 28 | 7.5 |7.5 LAVENDER..... | 82.4 | | No Office | P | 12:24 | | 11:28 | 5:45 | 8:10 | | | | | |
| | 10:00 | 6:20 | 4:04 | | f 8:22 | 65 | 30 | 11.6 |4.1 EASTON..... | 78.3 | EA | 11:00PM to 7:00AM | YK | 12:18 | | f 11:21 | 5:30 | 7:50 | | | | | |
| | 11:04 ¹⁸ | 7:00 ⁷⁴ | 4:18 | | f 8:37 | 70 | 15 | 20.1 |8.5 WHITTIER..... | 69.8 | | No Office | P W5ME | 12:01 ⁶³ PM | | f 11:04 ⁶³ | 4:55 | 7:00 ²⁶³ | | | | | |
| | | | 4:25 | | f 8:45 | | | 24.1 |4.0 KEECHELUS..... | 65.8 | | No Office | P W | 11:54 | | f 10:57 | | | | | | | |
| | 11:40 | 7:40 | 4:34 | | f 8:55 | E75 W80 | 24 | 29.0 |4.9 HYAK..... | 60.9 | HY | | | 11:46 | | f 10:49 | 4:20 | 6:15 | | | | | |
| | 11:55 | 7:55 | s 4:44 | | s 9:05 | E85 W75 | 60 | 31.6 |2.6 ROCKDALE..... | 58.3 | KD | | WTI | s 11:38 | | s 10:40 | 4:00 | 6:00 | | | | | |
| | 12:20 ^{AM} | 8:20 | 4:56 | | 9:19 | 70 | 10 | 36.7 |5.1 BANDERA..... | 53.2 | | No Office | P | 11:26 | | 10:27 | 3:40 | 5:35 | | | | | |
| | 12:45 | 8:45 | 5:10 ⁷⁴ | | f 9:33 | 70 | 22 | 42.0 |5.3 GARCIA..... | 47.9 | GC | 12:01AM to 8:00AM | W | 11:14 | | f 10:14 | 3:20 | 5:10 ¹⁵ | | | | | |
| | 1:10 | 9:15 | 5:24 | | 9:47 | 70 | 16 | 47.6 |5.6 RAGNAR..... | 42.3 | | No Office | P | 11:01 | | 10:01 | 3:00 | 4:30 | | | | | |
| L 12:15 ^{PM} | 1:25 | 9:54 ¹⁸ | s 5:35 | L 10:18 ^{AM} | s 10:00 ³⁹⁶ | E80 W70 | Yard | 50.8 |3.2 CEDAR FALLS..... | 39.1 | MY | | WORYB@JZ | s 10:54 | As 6:10 ^{PM} | s 9:54 ²⁶³ | 2:40 | 4:15 | 10:00 ^{AM} | 17-43 | | | |
| A 12:30 ^{PM} | | | | | | | | 54.8 |4.0 BAGLEY JCT..... | 35.1 | | No Office | JP | | | | | | L 9:30 ^{AM} | | | | |
| | 1:47 ⁶⁴ | 10:15 | 5:42 | s 10:27 | 10:09 | 70 | | 55.6 |0.8 BARNESTON..... | 34.3 | | No Office | P | 10:41 | s 5:58 | 9:41 | 1:47 ⁶³ | 3:35 | | | | | |
| | 2:15 | 10:30 | 5:48 ⁴⁴ | f 10:35 ¹⁶ | 10:16 | 70 | | 59.5 |3.9 TRUDE..... | 30.4 | | No Office | P | 10:35 ⁴³ | f 5:48 ¹⁵ | 9:35 | 1:35 | 3:20 | | | | | |
| | | | | f 10:41 | | | 10 | 62.1 |2.6 LANDSBURG..... | 27.8 | | No Office | P | | f 5:40 | | | | | | | | |
| | 2:40 | 10:50 | 5:55 | f 10:47 ¹⁶ | 10:26 | 70 | 18 | 64.4 |2.3 NOBLE..... | 25.5 | | No Office | P | 10:26 ¹⁷ | f 5:35 | 9:26 | 1:25 | 3:00 | | | | | |
| | A 3:00 ^{AM} | A 11:15 ^{PM} | A 6:00 ^{PM} | As 10:55 ^{AM} | A 10:35 ^{AM} | 85 | 14 | 67.8 |3.4 MAPLE VALLEY..... | 22.1 | MV | | WJR | L 10:20 ^{AM} | Lf 5:30 ^{PM} | L 9:20 ^{PM} | L 1:15 ^{AM} | L 2:45 ^{PM} | | | | | |
| | | | | | | | | 71.6 |3.8 CEDAR MOUNTAIN..... | 18.3 | | | | | | | | | | | | | |
| | | | | | | | | 73.1 |1.5 INDIAN..... | 16.8 | | | | | | | | | | | | | |
| | | | | | | | | 74.6 |1.5 ELLIOTT..... | 15.3 | | | | | | | | | | | | | |
| | | | | | | | | 78.1 |3.5 Northern Pacific Crossing RENTON..... | 11.8 | RN | | | | | | | | | | | | |
| | | | | | | | | 80.5 |2.4 BLACK RIVER O-W R & N R.R. Crossing..... | 9.4 | BI | | | | | | | | | | | | |
| | | | | | | | | 84.8 |4.3 VAN ASSELT..... | 5.1 | | | | | | | | | | | | | |
| | | | | | | | | 86.5 |1.7 ARGO N. P. & O-W. R. & N. Crossing..... | 3.4 | | | | | | | | | | | | | |
| | A 5:00 ^{AM} | A 1:30 ^{AM} | A 7:00 ^{PM} | A 11:55 ^{AM} | A 11:45 ^{AM} | | | 89.9 |3.4 SEATTLE..... | 0.0 | OW FC | | | L 9:30 ^{AM} | L 4:45 ^{PM} | L 8:30 ^{PM} | L 12:10 ^{AM} | L 1:00 ^{PM} | | | | | |
| | .15 | 8. | 8. | 3.15 | 1.38 | 3.45 | | | Schedule Time | | | | | 3.10 | 1.25 | 3.15 | 6.05 | 7.50 | .15 | | | | |
| | 16.0 | 11.2 | 11.2 | 27.6 | 24.2 | 23.9 | | | Average Speed Per Hour | | | | | 27.8 | 27.6 | 27.6 | 14.7 | 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.
 No. 44 take siding for No. 15 at Trude.
 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. Eastward, two-unit, interlocks home signal at Black River Junction (N. P. Crossing).
 Signal 48-0, Eastward, between Ragnar and Garcia.
 Signal 43-7, Westward, between Garcia and Bandera.
 Signal 35-6, on bracket post at West end of double track, Rockdale.

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

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 and at Clark 1.5 miles west of Barneston.
 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.
 No. 17 on Sundays and Wednesdays and No. 18 on Mondays, Wednesdays and Fridays will stop on flag at Bruffs Spur, two miles east of Whittier.
 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.
 Between Maple Valley and Seattle, Pacific Coast Railroad and O-W. R. & N. Time Tables and Rules govern.
 Double track at Rockdale extends from East Switch, near tunnel to a point 1200 feet west, and trains will use the left hand track moving in either direction. Staff section for the westward trains begins at West switch, Hyak, and ends at signal at west end double track, Rockdale. Staff section for eastward trains begins opposite Staff signal, Rockdale, and ends at West passing track switch, Hyak.
 All closets must be kept locked in trains between east switch, Cedar Falls and Landsburg, and in city limits, Renton. Refuse must not be thrown from private, dining or other cars within these limits. Conductors will be held responsible for a strict observance of this rule.

BLACK RIVER TO TACOMA SUBDIVISION—EASTWARD

| FIRST CLASS | | | | | Time Table No. 16 IN EFFECT 12.01 A. M. JULY 29th, 1923 | 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 | Passenger | Passenger | O-W. R. & N. Passenger | O-W. R. & N. Time Freight | | | | | | Time Freight | | | Way Freight | O-W. R. & N. Way Freight | | | | | | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sun. | Daily Except Sun. | | | | | | | | | | | | | | | |
| | A 8.00PM | A 9.15AM | | | SEATTLE..... | 37.8 | | | | | | | | | | | | | | | | | | |
| | | | | | 3.4 ARGO..... | 34.4 | | | | | | | | | | | | | | | | | | |
| | | | | | N. P. O-W. R. & N. Crossing | | | | | | | | | | | | | | | | | | | |
| | | | | | 1.7 VAN ASSELT..... | 32.7 | | | | | | | | | | | | | | | | | | |
| A 10.20PM | A 7.29 | A 8.54AM | A 6.00AM | | 4.3 BLACK RIVER..... | 28.4 | BI | | YWRKJ | A 6.25AM | A 9.40PM | | | A 2.30PM | A 2.45PM | | | | | | | | | |
| | | | | | Northern Pacific Crossing | | | | | | | | | | | | | | | | | | | |
| 10.07 | s 7.15 | 8.41 | 5.46 | | 6.9 KENT..... | 21.5 | K | 10.00PM to 7.00AM | | 6.05 | 9.17 | | | 2.05 | 2.20 | | | | | | | | | |
| 9.58 | s 7.05 | 8.32 | 5.36 | | 5.0 AUBURN..... | 16.5 | BR | | | 5.52 | 9.02 | | | 1.35 | 2.00 | | | | | | | | | |
| 9.51 | 6.56 | 8.24 | 5.28 | | 4.6 BENROY..... | 11.9 | | No Office | P | 5.40 | 8.48 | | | 1.11 | 1.45 | | | | | | | | | |
| 9.47 | s 6.51 | 8.20 | 5.23 | | 2.6 SUMNER..... | 9.3 | UX | 11.00PM to 7.00AM | W | 5.34 | 8.40 | | | 12.45PM | 1.30 | | | | | | | | | |
| 9.44 | f 6.47 | 8.17 | 5.20 | | 1.7 NORTH PUYALLUP..... | 7.6 | PX | 6.30PM to 8.00AM | | 5.30 | 8.35 | | | 11.05 | 1.21 | | | | | | | | | |
| L 9.35PM | 6.39 | 8.09 | L 5.10AM | | 5.6 TACOMA JCT..... | 2.0 | JN | | RJ@KB | L 5.15AM | L 8.20PM | | | L 10.45AM | L 12.45PM | | | | | | | | | |
| | L 6.30PM | L 8.00AM | | | 2.0 TACOMA..... | 0.0 | TC | | @RBK | | | | | | | | | | | | | | | |
| | .45 | 1.25 | 1.15 | .50 | Schedule Time | | | | | 1.10 | 1.20 | | | 3.45 | 2.00 | | | | | | | | | |
| | 35.2 | 26.6 | 30.2 | 27.1 | Average Speed Per Hour | | | | | 22.4 | 19.8 | | | 7.6 | 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 ong.
- 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.

Railroad crossing of Northern Pacific Railway now in service across our double track line at Lincoln Avenue, East of Tacoma Roundhouse. Crossing is protected by gates and extreme care should be used in approaching this crossing expecting to find gates against movement on our line. When it is known that gates are against Northern Pacific track and the way is clear, C. M. & St. P. trains need not stop for this crossing.

| THIRD CLASS | | FIRST CLASS | Capacity of Sidings in Cars | | Distance from Cedar Falls | Time Table No. 16 IN EFFECT 12:01 A. M. JULY 29th, 1923 | | | | Distance from Everett | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | THIRD CLASS |
|----------------------------------|--------------------|--------------------|----------------------------------|---------------|---------------------------|---|---|-----------|-------------|-----------------------|-----------------|-------------------------|-------------------------------------|-------------|-------------------|
| 291 | 215 | 216 | 292 | Passing Tract | | Other Sidings | STATIONS | Passenger | Way Freight | | | | | Daily | Daily Except Sun. |
| Way Freight Daily Except Mon. | Passenger Daily | Passenger Daily | Way Freight Daily Except Sun. | | | | | | | | | | | | |
| L 8:00AM | L 6:15PM | A 10:15AM | A 7:30PM | | | 0.0 | CEDAR FALLS | 54.7 | MY | | | GOYZ WRB | | | |
| 8:25 | f 6:30 | f 9:56 | 6:45 | | | 5.9 | 5.9 TANNER Northern Pac. Ry. Crossing | 48.8 | | No Office | | K | | | |
| 8:40 | s 292 6:35 | s 9:51 | 215 6:35 | 25 | 9 | 8.0 | 2.1 NORTH BEND | 46.7 | BE | 5:00PM to 8:00AM | | WY | | | |
| 216 9:44 | s 6:45 | s 9:44 | 5:50 | 35 | | 11.2 | 3.2 SNOQUALMIE FALLS | 43.5 | Q | 5:00PM to 8:00AM | | | | | |
| 10:05 | f 6:50 | f 9:39 | 4:50 | | | 12.3 | 1.1 TOKUL | 42.4 | | No Office | | | | | |
| 10:30 | s 7:01 | f 9:25 | 4:05 | | | 16.9 | 4.6 FALL CITY | 37.8 | | No Office | | | | | |
| 11:00 | s 7:15 | s 9:10 | 3:20 | 35 | 12 | 22.3 | 5.4 CARNATION | 32.4 | J | 5:00PM to 8:00AM | | W | | | |
| 11:20 | s 7:23 | f 9:01 | 2:40 | 32 | 30 | 25.6 | 3.3 STILLWATER | 29.1 | | No Office | | | | | |
| 11:50 | s 7:37 | s 8:50 | 2:20 | 30 | 75 | 31.0 | 5.4 DUVAL | 23.7 | VA | 5:00PM to 8:00AM | | | | | |
| 12:20PM | f 7:52 | f 8:39 | 1:45 | 11 | 85 | 36.6 | 5.6 HIGH ROCK | 18.1 | | No Office | | | | | |
| 292 1:15 | s 8:02 | s 8:31 | 291 1:15 | 29 | 130 | 40.8 | 4.2 MONROE | 13.9 | MO | 9:30PM to 7:30AM | | WYK | | | |
| | | | | | | 41.4 | 0.6 G. N. RY. CROSSING | 13.3 | | No Office | | | | | |
| 1:25 | f 8:07 | f 8:26 | 1:00 | 15 | 7 | 42.6 | 1.2 WOODRUFF Three Lakes Log Co's. Crossing | 12.1 | | No Office | | K | | | |
| 1:50 | s 8:20 | s 8:15 | 12:45 | 40 | 30 | 47.7 | 5.1 SNOHOMISH | 7.0 | HO | 4:30PM to 7:30AM | | | | | |
| 2:00 | f 8:25 | s 8:11 | 12:35 | | 75 | 49.9 | 2.2 RIVERVIEW | 4.8 | | No Office | | | | | |
| 2:15 | 8:33 | 8:04 | 12:25 | | Yard | 53.1 | 3.2 BELT YARD | 1.6 | | No Office | | KZ | | | |
| A 2:30PM | A 8:40PM | L 8:00AM | L 12:15PM | | | 54.7 | 1.6 EVERETT | 0.0 | RT | 11:00PM to 7:00AM | | OBTWRZ | | | |
| 6:30 | 2:25 | 2:15 | 7:15 | | | | Schedule Time | | | | | | | | |
| 8.3 | 22.5 | 24.3 | 7.5 | | | | Average Speed Per Hour | | | | | | | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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 | | | | | | | | | | SECOND CLASS | | | | | | | | | |
|-----------------------------|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|
| 315 | | | | | | | | | | 316 | | | | | | | | | |
| Mixed | | | | | | | | | | Mixed | | | | | | | | | |
| Daily except Sunday | | | | | | | | | | Daily except Sunday | | | | | | | | | |
| L 3:10PM | | | | | | | | | | A 12:20PM | | | | | | | | | |
| s 3:25 | | | | | | | | | | s 12:01PM | | | | | | | | | |
| s 3:55 | | | | | | | | | | s 11:30 | | | | | | | | | |
| s 4:15 | | | | | | | | | | s 11:00 | | | | | | | | | |
| s 4:25 | | | | | | | | | | s 10:50 | | | | | | | | | |
| s 4:35 | | | | | | | | | | s 10:35 | | | | | | | | | |
| s 4:45 | | | | | | | | | | s 10:20 | | | | | | | | | |
| s 5:05 | | | | | | | | | | s 9:55 | | | | | | | | | |
| A 5:30PM | | | | | | | | | | L 9:30AM | | | | | | | | | |
| 2.30 | | | | | | | | | | 2.50 | | | | | | | | | |
| 18.0 | | | | | | | | | | 16.3 | | | | | | | | | |
| Capacity of Sidings in Cars | | | | | | | | | | Time Table No. 16 IN EFFECT 12.01 A. M. JULY 29th, 1923 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Passing Trucks | | | | | | | | | | Distance from Hanford | | | | | | | | | |
| Other Sidings | | | | | | | | | | Telegraph Calls | | | | | | | | | |
| Distance from Beverly Jct. | | | | | | | | | | Office Closed Week Days | | | | | | | | | |
| 0.0 | | | | | | | | | | No Office | | | | | | | | | |
| 4.0 | | | | | | | | | | No Office | | | | | | | | | |
| 10.4 | | | | | | | | | | No Office | | | | | | | | | |
| 6.9 | | | | | | | | | | No Office | | | | | | | | | |
| 3.0 | | | | | | | | | | No Office | | | | | | | | | |
| 3.1 | | | | | | | | | | No Office | | | | | | | | | |
| 3.3 | | | | | | | | | | No Office | | | | | | | | | |
| 6.7 | | | | | | | | | | WB 5.00PM to 8.00AM | | | | | | | | | |
| 7.8 | | | | | | | | | | HN 5.00PM to 8.00AM | | | | | | | | | |
| SYMBOLS | | | | | | | | | | SYMBOLS | | | | | | | | | |
| See Special Rule Page 11 | | | | | | | | | | See Special Rule Page 11 | | | | | | | | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

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

MAXIMUM SPEED PERMISSIBLE

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

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

WESTWARD BET. BAGLEY JCT. AND ENUMCLAW—SUBDIVISION EASTWARD

| | | | | | | | | | | SECOND CLASS | | | | | | | | | | | | | THIRD CLASS | | |
|--|--|--|--|--|--|--|--|--|--|--------------------------|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|
| | | | | | | | | | | 395 | | | | | | | | | | | | | 396 | | |
| | | | | | | | | | | Mixed | | | | | | | | | | | | | Mixed | | |
| | | | | | | | | | | Daily Except Sun. | | | | | | | | | | | | | Daily Except Sun. | | |
| | | | | | | | | | | L 12.30 PM | | | | | | | | | | | | | A 9.30 AM | | |
| | | | | | | | | | | 12.55 | | | | | | | | | | | | | 9.05 | | |
| | | | | | | | | | | f 1.15 | | | | | | | | | | | | | f 8.43 | | |
| | | | | | | | | | | f 1.25 | | | | | | | | | | | | | f 8.37 | | |
| | | | | | | | | | | f 1.35 | | | | | | | | | | | | | f 8.29 | | |
| | | | | | | | | | | f 1.45 | | | | | | | | | | | | | f 8.17 | | |
| | | | | | | | | | | f 2.01 | | | | | | | | | | | | | f 8.08 | | |
| | | | | | | | | | | A 2.15 PM | | | | | | | | | | | | | L 8.00 AM | | |
| | | | | | | | | | | 1.45 | | | | | | | | | | | | | 1.30 | | |
| | | | | | | | | | | 10.5 | | | | | | | | | | | | | 11.6 | | |
| | | | | | | | | | | Time Table No. 16 | | | | | | | | | | | | | | | |
| | | | | | | | | | | IN EFFECT 12.01 A. M. | | | | | | | | | | | | | | | |
| | | | | | | | | | | JULY 29th, 1923 | | | | | | | | | | | | | | | |
| | | | | | | | | | | STATIONS | | | | | | | | | | | | | | | |
| | | | | | | | | | | BAGLEY JCT. | | | | | | | | | | | | | R | | |
| | | | | | | | | | | SELLECK | | | | | | | | | | | | | W 1 M L E | | |
| | | | | | | | | | | PALMER | | | | | | | | | | | | | f 8.43 | | |
| | | | | | | | | | | BAYNE | | | | | | | | | | | | | f 8.37 | | |
| | | | | | | | | | | CUMBERLAND | | | | | | | | | | | | | f 8.29 | | |
| | | | | | | | | | | VEAZIE | | | | | | | | | | | | | f 8.17 | | |
| | | | | | | | | | | ENUMCLAW JCT. | | | | | | | | | | | | | f 8.08 | | |
| | | | | | | | | | | ENUMCLAW | | | | | | | | | | | | | L 8.00 AM | | |
| | | | | | | | | | | Schedule Time | | | | | | | | | | | | | 1.30 | | |
| | | | | | | | | | | Average Speed Per Hour | | | | | | | | | | | | | 11.6 | | |

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 395 will lose both Class and Schedule between Enumclaw Jct. and Enumclaw when one hour or more late.

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. or Enumclaw Jct.

MAXIMUM SPEED PERMISSIBLE

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

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

| THIRD CLASS | | | | | SECOND CLASS | FIRST CLASS | | Capacity of Sidings in Cars | | Time Table No. 16 IN EFFECT 12.01 A. M. JULY 29th, 1923 | | | | | FIRST CLASS | | THIRD CLASS | | | |
|-------------------|-------------------|-------------------|-----------|--------------------|----------------|---------------|------|-----------------------------|--|---|---------------------------|----------------------|-----------------|-------------------------|----------------------------------|------------------|-------------|-------------------|-------------------|-------------------|
| 193 | 191 | 161 | 117 | 31 | | | | | | Distance from Tacoma | STATIONS | Distance from Morton | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 32 | 118 | 194 | 192 | 162 |
| Way Freight | Way Freight | Time Freight | Passenger | Passenger | Passing Trains | Other Sidings | | | | | | | | | | Passenger | Passenger | Way Freight | Way Freight | Time Freight |
| Daily Except Sun. | Daily Except Sun. | Daily Except Sat. | Daily | Daily | | | | | | | | | | | | Daily | Daily | Daily Except Sun. | Daily Except Mon. | Daily Except Sun. |
| L 9.00AM | L 7.00AM | L 10.30PM | L 1.55PM | L 8.40AM | | | 0.0 | | | | TACOMA | 67.2 | TC | | ⊕RBK | A 5.40PM | A 6.00PM | A 1.17PM | A 2.30PM | A 1.55PM |
| 9.20 | 7.30 | 11.00 | f 2.07 | s 8.52 | 16 | 65 | 3.1 | | | | HILLSDALE | 64.1 | B | 6.00PM to 8.00AM | | s 5.25 | f 5.45 | 1.10 | 117 2.07 | 11.30 |
| | | | f 2.11 | f 8.56 | | 30 | 5.5 | | | | MIDLAND | 61.7 | | No Office | | f 5.20 | f 5.37 | | | |
| 10.00 | 8.10 | 162 11.15 | 2.14 | 8.59 | 52 | | 6.9 | | | | ALLISON | 60.3 | | No Office | | 5.17 | 5.33 | 12.45 | 1.20 | 161 11.15 |
| A 10.20AM | 8.40 | A 11.35PM | Af 2.22PM | s 9.07 | 40 | 90 | 11.2 | | | | FREDERICKSON | 56.0 | SJ | | YR WYME | s 5.10 | Lf 5.25PM | L 12.30PM | 1.00 | L 10.55PM |
| | 31 9.07 9.15 | | | f 9.10 | 32 | | 12.8 | | | | BERKELEY | 54.4 | | No Office | | f 5.06 | | | 12.15 | |
| | 9.35 | | | s 9.14 | | 60 | 15.0 | | | | HARDING | 52.2 | | No Office | | s 5.02 | | | 12.01PM | |
| | 9.40 | | | s 9.16 | | 9 | 15.9 | | | | GRAHAM | 51.3 | | No Office | | s 5.00 | | | 11.50 | |
| | 9.50 | | | f 9.20 | | 20 | 17.4 | | | | THRIFT | 49.8 | | No Office | | f 4.57 | | | 11.35 | |
| | 10.10 | | | f 9.28 | | | 21.1 | | | | TANWAX JCT. | 46.1 | | No Office | Y | s 4.50 | | | 11.15 | |
| | 192 10.45 | | | s 9.36 | 21 | 75 | 23.0 | | | | KAPOWSIN | 44.2 | K | 5.00PM to 8.00AM | WO | s 4.45 | | | 191 10.45 | |
| | | | | f 9.44 | | | 26.3 | | | | HOLZ | 40.9 | | No Office | | f 4.38 | | | | |
| | 11.10 | | | s 9.50 | | 8 | 28.3 | | | | CLAY CITY | 38.9 | | No Office | | s 4.34 | | | 10.23 | |
| | 11.55 | | | s 10.05 | 21 | 30 | 32.6 | | | | EATONVILLE | 34.6 | V | 5.00PM to 8.00AM | W | s 4.25 | | | 31 10.05 | |
| | 12.15PM | | | s 10.14 | 19 | | 36.6 | | | | LA GRANDE | 30.6 | | No Office | | s 4.16 | | | 9.10 | |
| | 12.55 | | | s 10.37 | 32 | 40 | 41.2 | | | | ALDER | 26.0 | AD | 5.00PM to 8.00AM | | s 3.53 | | | 8.30 | |
| | 1.10 | | | s 10.43 | 48 | | 43.3 | | | | RELIANCE | 23.9 | | 5.00PM to 8.00AM | | s 3.48 | | | 8.15 | |
| | 1.25 | | | s 10.49 | 25 | 15 | 46.2 | | | | WILLIAMSON | 21.0 | | No Office | | s 3.41 | | | 7.55 | |
| | 1.35 | | | s 10.53 | 24 | 30 | 47.2 | | | | ELBE | 20.0 | H | 5.00PM to 8.00AM | W | s 3.38 | | | 7.45 | |
| | 1.45 | | | s 10.58 s 11.46 | | | 49.6 | | | | PARK JCT. | 17.6 | | No Office | RYJ | s 3.33 s 2.43 | | | 7.20 | |
| | 32 A 2.30PM | | | s 12.04PM | 35 | 126 | 53.7 | | | | MINERAL | 13.5 | D | 10.00PM to 7.30AM | WORB | s 191 2.32 | | | L 7.00AM | |
| | | | | f 12.08 | | | 54.4 | | | | EAST CREEK JCT. | 12.8 | | No Office | Y | f 2.25 | | | | |
| | | | | | | | 56.1 | | | | CARLSON LBR. CO. CROSSING | 11.1 | | No Office | | | | | | |
| | | | | | | | 59.4 | | | | HARDY LBR. CO. CROSSING | 7.8 | | No Office | | | | | | |
| | | | | 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 I M I 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 | | | | |
| 1.20 | 7.30 | 1.05 | .27 | 4.20 | | | | | | | Schedule Time | | | | | 3.55 | .35 | 1.05 | 7.30 | 1.00 |
| 8.4 | 7.1 | 10.3 | 24.9 | 15.5 | | | | | | | Average Speed Per Hour | | | | | 16.8 | 18.8 | 10.3 | 7.1 | 11.2 |

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 Tanwar Jct.40 M. P. H.
 Between Tanwar 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.

ALL TRAINS, regardless of class, will approach yard limit boards east or west of Reliance under control expecting to find the main line occupied and reduce speed to six miles per hour approaching yard limit boards and not increase speed in yard limits unless track is known to be clear.

Train order signal at Frederickson governs trains on Tacoma and Morton sub-division and Frederickson and Hoquiam sub-division.

| THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | Capacity of Sidings in Cars | | Time Table No. 16 IN EFFECT 12:01 A. M. JULY 29th, 1923 | | | | FIRST CLASS | | THIRD CLASS | | | | | |
|-------------------------------|-------------------------------|--------------------------------|-----------------------|--------------|-------------|--|-----------------------------|---------------|---|-----------------------------|-----------------------|-------------------------|----------------------------------|-----------------|-------------------------------|---------------------------|-------|--|--|--|
| 195 | 193 | 161 | 117 | | | | Passing Tracks | Other Sidings | Distance from Fredrickson | STATIONS | Distance from Hoquiam | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | 118 | 194 | 162 | | | | |
| Way Freight Daily Except Sun. | Way Freight Daily Except Sun. | Time Freight Daily Except Sat. | Passenger Daily | | | | | | | | | | | Passenger Daily | Way Freight Daily Except Sun. | Freight Daily Except Sun. | | | | |
| | L 11.15AM | L 11.35PM | Lf 2.22PM | | | | | 90 | 0.0 | FREDERICKSON | 97.1 | SJ | YR | As 5.24PM | A 12.25PM | A 10.55PM | | | | |
| | 11.30 | 11.45 | f 2.29 | | | | | 12 | 3.5 | LOVELAND | 93.6 | No Office | | f 5.12 | 12.10PM | 10.43 | | | | |
| | ¹⁹⁴ 11.50 | 11.55 | f 2.37 | | | | 48 | 2 | 8.1 | GREENDALE | 89.0 | No Office | W | f 5.00 | ¹⁹³ 11.50 | 10.28 | | | | |
| | | | 2.42 | | | | | | 11.0 | ROY | 86.1 | No Office | | 4.50 | | | | | | |
| | 12.30PM | 12.15AM | s 2.52 | | | | 41 | 50 | 15.8 | McKENNA | 81.3 | MC | 4.30PM to 7.15AM | Y | s 4.38 | 11.15 | 10.00 | | | |
| | 1.15 | 12.40 | s 3.07 | | | | 42 | | 23.5 | RAINIER | 73.9 | RN | 5.00PM to 8.00AM | | s 4.18 | 10.20 | 9.32 | | | |
| | 1.50 | 1.05 | f 3.22 | | | | 39 | | 31.1 | OFFUTT LAKE | 66.0 | No Office | W | s 3.58 | 9.45 | 9.05 | | | | |
| L 7.00AM | A 2.20PM | 1.50 | s ¹¹⁸ 3.40 | | | | 36 | 60 | 37.2 | MAYTOWN | 59.9 | MT | 5.00PM to 8.00AM | RYJ | s ¹¹⁷ 3.40 | 9.15 | 8.42 | | | |
| 7.15 | | 2.01 | f 3.49 | | | | 26 | 20 | 41.2 | MUMBY | 55.9 | No Office | | f 3.20 | 8.50 | 8.27 | | | | |
| 7.35 | | 2.20 | s 4.00 | | | | | 7 | 46.6 | ROCHESTER N. P. Crossing | 50.5 | RH | 5.00PM to 8.00AM | | s 3.14 | 8.25 | 8.07 | | | |
| ¹⁹⁴ A 7.45AM | | A 2.43AM | As 4.05PM | | | | | | 48.6 | HELING JCT. | 48.5 | No Office | K J | Ls 3.10PM | ¹⁹⁵ L 8.15AM | L 8.00PM | | | | |
| | | | | | | | | | 50.1 | INDEPENDENCE | 47.0 | | R | | | | | | | |
| | | | | | | | | | 54.7 | BALCH | 42.4 | | | | | | | | | |
| | | | | | | | | | 58.6 | CEDARVILLE | 38.5 | | | | | | | | | |
| | | | | | | | | | 62.9 | LANKNER | 34.2 | | | | | | | | | |
| | | | | | | | | | 65.2 | RONY | 31.9 | | | | | | | | | |
| | | | | | | | | | 67.3 | SAGINAW | 29.8 | | | | | | | | | |
| | | | | | | | | | 68.9 | SOUTH ELMA | 28.2 | | | | | | | | | |
| | | | | | | | | | 72.7 | FULLER | 24.4 | | | | | | | | | |
| | | | | | | | | | 78.9 | SOUTH MONTESANO | 18.2 | | | | | | | | | |
| | | | | | | | | | 80.4 | MONTESANO | 16.7 | | | | | | | | | |
| | | | | | | | | | 83.3 | MELBOURNE | 13.8 | | | | | | | | | |
| | | | | | | | | | 86.4 | PREACHERS SLOUGH | 10.7 | | | | | | | | | |
| | | | | | | | | | 89.5 | NORTH RIVER JCT. | 7.6 | | | | | | | | | |
| | | | | | | | | | 90.7 | COSMOPOLIS | 6.4 | | | | | | | | | |
| | | | | | | | | | 92.6 | SOUTH ABERDEEN | 4.5 | | | | | | | | | |
| | | | | | | | | | 93.6 | ABERDEEN | 3.5 | | | | | | | | | |
| | | A 6.00AM | A 6.15PM | | | | | | 97.1 | HOQUIAM | 0.0 | | WTYCO RBK | L 1.05PM | L 5.00PM | | | | | |
| 0.45 | 3.05 | 6.30 | 3.53 | | | | | | | Schedule Time | | | | 4.19 | 4.10 | 5.55 | | | | |
| 15.2 | 12.0 | 14.9 | 25.0 | | | | | | | Average Speed Per Hour | | | | 22.6 | 11.7 | 16.4 | | | | |

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; Arkley, 3 miles east Rainier; Gregory, 2.8 miles east Offutt Lake; Churchill, 1 mile west Offutt Lake; Beaver Creek, 2 miles east Maytown. Train Register for Helsing Junction is located at Independence. Train order signal at Fredrickson governs trains on Tacoma & Morton sub-division and Fredrickson & Hoquiam sub-division.

| FIRST CLASS | | Capacity of Sidings in Cars | Time Table No. 16 | | | Distance from Ashford | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | |
|-----------------|-----------------|-----------------------------|--|-------------------------|------------------------|-----------------------|-----------------|-------------------------|-------------------------------------|-------------|-----------|
| 33 | 31 | | IN EFFECT 12:01 A. M. JULY 29th, 1923 | | | | | | | 34 | 32 |
| Passenger Daily | Passenger Daily | Passing Tracks | Other Sidings | Distance from Park Jct. | 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 2.48 | f 11.02 | | 15 | 1.3 | ----- | 1.3 HICKEY | 4.2 | No Office | | f 11.42 | f 3.29 |
| f 2.56 | f 11.08 | | 15 | 3.5 | ----- | 2.2 NATIONAL | 2.0 | No Office | | f 11.35 | f 3.23 |
| f 3.01 | f 11.12 | | 25 | 4.5 | ----- | 1.0 CAMP 17 | 1.0 | No Office | | f 11.30 | f 3.18 |
| As 3.08PM | As 11.18AM | | 16 | 5.5 | ----- | 1.0 ASHFORD | 0.0 | F | 5.00PM to 8.00AM | L 11.25AM | L 3.13PM |
| .20 | .25 | | | | Schedule Time | | | | | .21 | .20 |
| 16.5 | 13.2 | | | | Average Speed Per Hour | | | | | 15.7 | 16.5 |

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.

| Passenger Trains | MAXIMUM SPEED PERMISSIBLE | Freight Trains |
|------------------------------------|---------------------------|--|
| Between Park Jct. and Ashford..... | 20 M. P. H. | Between Park Jct. and Ashford..... |
| | | 15 M. P. H. |
| | | See other speed restrictions on page 14. |

SYMBOLS

| | | |
|------------------|-------------------------|----------------------------------|
| ⓐ—Standard Clock | T—Turntable | B—Bulletin Boards |
| W—Water | Y—Wye | J—Junction |
| C—Coal | P—Dispatchers Telephone | Z—Track Scales |
| O—Oil | I—Interlocked | R—Refreshments |
| R—Register | G—Gated. | 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 | | | | | | | |
| | 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. |

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 Beverly
- East and West of Kittitas
- East and West of Ellensburg
- East and West Cle Elum
- East and West Easton
- East and West Cedar Falls
- East and West of Selleck
- East Maple Valley
- 3234 feet West of N. P. tower at Black River on Black River to Tacoma Sub-Division.
- East and West Kent
- East and West Auburn
- East and West Sumner
- 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 Sutico.
- East Raymond.
- East and West Hillsdale
- East and West Frederickson
- East and West Tanwax Jct.
- East and West Kapowsin
- East and West Eatonville
- East and West of Reliance
- East and West Elbe
- East and West Camp 17
- East and West Mineral, Including East Creek Jct.
- East Morton
- East and West McKenna
- East and West Rainier
- East and West Maytown

WESTWARD BETWEEN MAYTOWN AND RAYMOND—SUBDIVISION EASTWARD

| THIRD CLASS | | FIRST CLASS | | Capacity of Sidings in Cars | | Distance from Maytown | Time Table No. 16 IN EFFECT 12:01 A. M. JULY 29th, 1923 | | | | Distance from Raymond | Telegraph Calls | Office Closed Week Days | SYMBOLS See Special Rule Page 11 | FIRST CLASS | | THIRD CLASS | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------------|---------------|--|---|-----|-----------------|------------------|-----------------------|-----------------------|-------------------------|-------------------------------------|-------------|--|-------------|--|
| 261 | 217 | Passenger | Way Freight | Passing Trains | Other Sidings | | STATIONS | 218 | 262 | Passenger | | | | | Way Freight | | | |
| Daily Except Sun. | | Daily | | | | | | | | | Daily | | Daily Except Sun. | | | | | |
| L 7:00 ^{AM} | L 7:00 ^{AM} | L 7:00 ^{AM} | L 7:00 ^{AM} | 45 | 0.0 | MAYTOWN | 65.9 | MT | 5 PM to 8 AM | W-B-J O-R-Y-P | A 7:35 ^{PM} | A 7:35 ^{PM} | A 1:40 ^{PM} | A 1:40 ^{PM} | | | | |
| | | | | | 1.5 | Maytown Lbr. Co. Crossing | 64.4 | | | G | | | | | | | | |
| f 7:20 | f 7:20 | f 7:20 | f 7:20 | 68 | 7.3 | ESSEX | 58.6 | | No Office | | f 3:19 | f 3:19 | f 1:05 | f 1:05 | | | | |
| f 7:35 | f 7:35 | f 7:35 | f 7:35 | 5 | 10.7 | Ford's Prairie Coal Co. Crossing FORAN | 55.2 | | No Office | G | f 3:12 | f 3:12 | f 12:50 | f 12:50 | | | | |
| | | | | | 12.5 | N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT. | 53.3 | | | I | | | | | | | | |
| s 8:00 | s 8:00 | s 8:00 | s 8:00 | 69 | 13.9 | CENTRALIA | 52.0 | CN | 5 PM to 8 AM | Z-P | s 3:05 | s 3:05 | s 12:35 ^{PM} | s 12:35 ^{PM} | | | | |
| | | | | | 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 8:30 | s 8:30 | s 8:30 | 64 | 17.6 | CHEHALIS | 48.3 | CH | 5 PM to 8 AM | K-P-W | s 2:55 | s 2:55 | s 11:55 | s 11:55 | | | | |
| | | | | | 19.7 | Nor. Pac. R. R. Crossing | 48.1 | | | I | | | | | | | | |
| f 8:40 | f 8:40 | f 8:40 | f 8:40 | 13 | 21.6 | JOY | 44.3 | | No Office | | f 2:43 | f 2:43 | f 11:20 | f 11:20 | | | | |
| f 8:45 | f 8:45 | f 8:45 | f 8:45 | 62 | 23.8 | WEST ADNA | 42.1 | | No Office | | f 2:38 | f 2:38 | f 11:05 | f 11:05 | | | | |
| f 8:55 | f 8:55 | f 8:55 | f 8:55 | 18 | 27.4 | RUTH | 38.5 | | No Office | P | f 2:30 | f 2:30 | f 10:50 | f 10:50 | | | | |
| f 9:05 | f 9:05 | f 9:05 | f 9:05 | | 30.7 | HOPDALE | 35.2 | | No Office | | f 2:23 | f 2:23 | f 10:40 | f 10:40 | | | | |
| f 9:15 | f 9:15 | f 9:15 | f 9:15 | 12 | 33.2 | MAYS | 32.7 | | No Office | | f 2:18 | f 2:18 | f 10:25 | f 10:25 | | | | |
| | | | | | 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 10:10 | s 10:10 | | | | |
| | | | | | 36.4 | Nor. Pac. R. R. Crossing | | | | I | | | | | | | | |
| s 9:50 | s 9:50 | s 9:50 | s 9:50 | 18 | 37.6 | Doty Lbr. Co. N. P. Spur Crossing DOTY | 28.3 | TY | 5:30 PM to 8 AM | G P | s 2:06 | s 2:06 | s 9:50 | s 9:50 | | | | |
| | | | | | 41.1 | Doty Lbr. & Shgl. Co. Crossing | | | | G | | | | | | | | |
| 10:15 | 10:15 | 10:15 | 10:15 | 25 | 46.8 | Raymond Lumber Co. Crossing DAVIS | 19.1 | | No Office | G | f 1:46 | f 1:46 | 9:10 | 9:10 | | | | |
| 10:25 | 10:25 | 10:25 | 10:25 | 25 | 48.2 | BURT | 17.7 | | No Office | | f 1:41 | f 1:41 | 9:00 | 9:00 | | | | |
| 10:35 | 10:35 | 10:35 | 10:35 | 58 | 49.1 | BEDFORD | 16.8 | | No Office | W-P | f 1:38 | f 1:38 | 8:55 | 8:55 | | | | |
| 10:40 | 10:40 | 10:40 | 10:40 | | 50.9 | BUSH | 15.0 | | No Office | | f 1:35 | f 1:35 | 8:50 | 8:50 | | | | |
| 10:45 | 10:45 | 10:45 | 10:45 | 13 | 51.3 | MACPHAIL | 14.6 | | No Office | | 1:33 | 1:33 | 8:45 | 8:45 | | | | |
| 11:10 | 11:10 | 11:10 | 11:10 | 25 | 54.6 | SUTICO | 11.3 | CO | 6 PM to 8 AM | P | s 1:24 | s 1:24 | 8:25 | 8:25 | | | | |
| 11:25 | 11:25 | 11:25 | 11:25 | 26 | 56.2 | FIRDALE | 9.7 | | No Office | W-P | s 1:19 | s 1:19 | 8:10 | 8:10 | | | | |
| 11:45 | 11:45 | 11:45 | 11:45 | | 59.4 | MOOSE | 6.5 | | No Office | | f 1:10 | f 1:10 | 7:55 | 7:55 | | | | |
| 12:01 ^{PM} | 12:01 ^{PM} | 12:01 ^{PM} | 12:01 ^{PM} | 6 | 62.1 | LANDING | 3.8 | | No Office | | f 1:04 | f 1:04 | 7:45 | 7:45 | | | | |
| 12:10 | 12:10 | 12:10 | 12:10 | 10 | 63.1 | WILLAPA | 2.8 | | No Office | | f 1:01 | f 1:01 | 7:40 | 7:40 | | | | |
| 12:30 | 12:30 | 12:30 | 12:30 | 37 | 64.5 | SUNSET DUMP | 1.4 | | No Office | P | f 12:58 | f 12:58 | 7:35 | 7:35 | | | | |
| A 12:50 ^{PM} | A 12:50 ^{PM} | A 12:50 ^{PM} | A 12:50 ^{PM} | 26 | 65.9 | RAYMOND Nor. Pac. R. R. Spur Crossing | 0.0 | RD | 6:45 PM to 8 AM | W-K-B R-O-Y | L 12:55 ^{PM} | L 12:55 ^{PM} | L 7:30 ^{AM} | L 7:30 ^{AM} | | | | |
| 5:55 | 5:55 | 5:55 | 5:55 | | | Schedule Time | | | | | 2:40 | 2:40 | 6:10 | 6:10 | | | | |
| 11:1 | 11:1 | 11:1 | 11:1 | | | Average Speed Per Hour | | | | | 24.7 | 24.7 | 10.7 | 10.7 | | | | |

Trains cannot meet and pass at Foran, Ruth, Hopdale, Davis, Moose or Bush.
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 1/2 miles west of Maytown.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, Except that No. 261 is superior to No. 262 from Maytown to Doty.

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

Between Maytown and MacPhail.....35 M. P. H.
Between MacPhail and Firdale.....25 M. P. H.
Between Firdale and Raymond.....35 M. P. H.

MAXIMUM SPEED PERMISSIBLE

Freight Trains

Between Maytown and MacPhail.....10 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.

FIRE PREVENTATIVE

Engineers must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing the fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their engineer to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

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.

During storms, foggy weather or on descending grades, freight trains should also be blocked 30 minutes behind each other and extra caution used.

In case no passenger trains are run, following trains will be blocked behind mixed trains or such freight trains as carry passengers in the same manner as prescribed for passenger trains.

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.

21. When rules require the headlight to be displayed electric headlights on engines in road service will be dimmed by engineers under following conditions:

When entering or moving thru side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, or at engine terminals.

Engineers will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

22. Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the Conductor will call Operator. If held for 30 minutes at a non-telegraph station, Conductor will report to the Train Dispatcher on the telephone.

MILWAUKEE HOSPITAL ASSOCIATION

ASSOCIATION SURGEONS

| Name | Title | Location | Office Telephone | Residence Telephone |
|-----------------------|------------------|--------------------|--------------------|-------------------------------|
| Dr. A. I. Bouffleur | Chief Surgeon | Seattle, Wash. | Elliott 4294 | Beacon 0552 |
| Dr. H. Eugene Allen | District Surgeon | Seattle, Wash. | Elliott 3814 | Garfield 0124 |
| Dr. W. F. Hoffman | Oculist | Seattle, Wash. | Elliott 2454 | Beacon 3539 |
| Dr. G. N. McLaughlin | Asst. Surgeon | Seattle, Wash. | Elliott 3814 | East 8439 |
| Dr. Wm. C. Speidel | Local Surgeon | Seattle, Wash. | Elliott 3404 | Beacon 0240 |
| Dr. C. P. Hoffman | " " | Kent, Wash. | 53 W | 53 R |
| Dr. Adolph Bronson | " " | Renton, Wash. | 4 J | 4 M |
| Dr. L. P. Murphy | " " | Cedar Falls, Wash. | 361 North Bend | Same |
| Dr. B. R. Tiffin | " " | Enumclaw, Wash. | | |
| Dr. F. W. McKnight | " " | Cle Elum, Wash. | 1141 | 411 |
| Dr. W. A. Taylor | " " | Ellensburg, Wash. | Main 60 | Main 160 |
| Dr. W. F. Morrison | " " | Hanford, Wash. | No Telephone | Planters Hotel |
| Dr. F. J. Shadd | " " | Othello, Wash. | No Telephone | |
| Dr. H. K. Stockwell | " " | Monroe, Wash. | 231 | 211 |
| Dr. E. A. Stafford | " " | Snohomish, Wash. | 1173 | 1173 |
| Dr. F. H. Hedges | " " | Everett, Wash. | Main 764 | Main 765 |
| Dr. H. D. Willard | District Surgeon | Tacoma, Wash. | Main 4500 | Main 630 |
| Dr. D. H. Bell | Oculist | Tacoma, Wash. | Main 1222 | Main 7328 |
| Dr. J. S. Davies | Oculist | Tacoma, Wash. | Main 565 | Proctor 980 |
| Dr. C. C. Leaverton | Asst. Surgeon | Tacoma, Wash. | Main 4500 | Main 1939 |
| Dr. Wm. B. McCreery | Local Surgeon | Tacoma, Wash. | Main 7620 | Main 5264 |
| Dr. Chas. R. McCreery | Asst. Surgeon | Tacoma, Wash. | Main 7620 | Proctor 606 |
| Dr. A. G. Nace | " " | So. Tacoma, Wash. | Madison 2182 | Madison 1131 |
| Dr. S. D. Barry | Local Surgeon | Puyallup, Wash. | Main 500 | Main 4 |
| Dr. W. B. Mitchell | " " | Sumner, Wash. | 72 | 110 J |
| Dr. B. E. Hoyer | " " | Auburn, Wash. | 9 J | 9 M |
| Dr. Wm. L. Ludlow | " " | Kapowsin, Wash. | Eatonville 71-S-11 | Same |
| Dr. A. W. Bridge | " " | Eatonville, Wash. | 112 | 414 |
| Dr. G. H. Smith | " " | Ashford, Wash. | | Get through Operator National |
| Dr. S. E. Lyngh | " " | Mineral, Wash. | | Get through Operator Mineral |
| Dr. J. W. Pine | " " | Morton, Wash. | | Get through Operator Morton |
| Dr. G. T. Pool | " " | Rainier, Wash. | 25 | 25 |
| Dr. J. H. Fritz | " " | Montesano, Wash. | 160 | 160 R |
| Dr. W. G. Tucker | " " | Cosmopolis, Wash. | 212 | |
| Dr. J. B. Kinne | " " | Aberdeen, Wash. | 553 | 777 |
| Dr. A. J. McIntyre | " " | Hoquiam, Wash. | 680 | 58 |
| Dr. J. T. Coleman | " " | Chehalis, Wash. | 105 W | 105 R |
| Dr. H. L. Pettit | " " | Chehalis, Wash. | 187 W | 187 R |
| Dr. E. W. Stevens | " " | Doty, Wash. | No Telephone | |
| Dr. A. L. MacLennan | " " | Raymond, Wash. | 94 | 95 |

ASSOCIATION HOSPITALS

- Providence Hospital, Seattle, Wash.
- Lakeside Hospital, Seattle, Wash.
- St. Joseph's Hospital, Tacoma, Wash.
- Providence Hospital, Everett, Wash.
- Roslyn Cle Elum Hospital, Cle Elum, Wash.
- Ellensburg General Hospital, Ellensburg, Wash.
- Riverside Hospital, Raymond, Wash.
- St. Helen's Hospital, Chehalis, 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.

Tacoma to Morton, fifteen miles per hour.

Frederickson to Helsing Jct., twenty 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.

Trains with Westinghouse Motors will not exceed twenty miles per hour around curve at McClelland Butte about one mile east of Garcia.

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 LINE

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

FREDERICKSON AND HOQUIAM SUB-DIVISION

The maximum speed limit on trains hauling logs is increased to twenty (20) miles per hour between Helsing Jct. and Hillsdale.

Extreme care, and as much slower speed as will insure safety, should be maintained around curves West of Mumby and at other points where track conditions require caution.

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.

All trains will reduce speed to 10 miles per hour over street railway crossing at Midland, also over highway crossing about 400 feet West of the street railway crossing at Midland.

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

All trains reduce speed to ten (10) miles per hour over bridge GG-76 Nisqually River.

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.

All trains will reduce speed to five (5) miles per hour when crossing two highway crossings west of Moose, as follows:

Crossing 20 feet west of bridge WH-130, and crossing 1440 feet west thereof. Bridge No. WH-130 is 6486 feet west of Moose station.

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.

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.....Industry..... | 3.5 miles east of Ellensburg. |
| Waldale.....Industry..... | 3.6 miles west of Ellensburg. |
| Taneum.....Industry..... | 2.6 miles west of Thorp. |
| Benson.....Industry..... | 5.5 miles west of Horlick. |

Hanford Line

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

Cle Elum--Seattle Line

| | |
|----------------------------------|--|
| Bruff Spur.....Logs..... | 3.0 miles east of Whittier. |
| Miller & Dunn.....Logs..... | 0.75 mile west of Whittier |
| Meadow Creek.....U. S. R. S..... | 770 ft. 2.5 miles west of Whittier. |
| Kent Lumber Co.....Mill..... | 1130 ft. 1.1 miles east of Bagley Jct. |
| Clark.....Logs..... | 1.5 miles west of Barneston. |

Everett Line

| | |
|--------------------------------------|---------------------------------------|
| N. Bend Lbr. Co.....Lumber..... | 716 ft. 1/4 mile east of Tanner. |
| Meadow Brook.....Industry..... | 250 ft. 1.6 miles east of North Bend. |
| Horrocks.....Industry..... | 120 ft. 2.0 miles east of Carnation. |
| Security.....Logs..... | 1.6 mile east of Carnation. |
| Ajax.....Industry..... | 351 ft. 1.0 mile west of Carnation |
| Markel Lbr. & Shg Co.....Lumber..... | 570 ft. High Rock. |
| Stuart.....Industry..... | 570 ft. 0.8 miles west of Stillwater. |
| Novelty.....Industry..... | 500 ft. 2.4 miles east Duval. |
| Carew.....Industry..... | 0.5 mile 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 Selleek. |
| Bayno Mine Track.....Coal..... | 3500 ft. 0.7 miles west of Bayno. |
| Cumberland.....Industry..... | 150 ft. Cumberland. |
| Waan 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

| | |
|------------------------------------|-------------------------------|
| Haskins.....Industry..... | 1.0 mile west of Loveland. |
| Harrison Bros. No. 2.....Wood..... | 2.0 miles west of Loveland. |
| 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. |
| Dea Chutes.....Mill..... | 0.5 miles west of Gregory. |
| Beaver Creek.....Mill..... | 2.0 miles east of Maytown. |
| Nulty.....Logs..... | 1.5 miles west of Maytown. |
| Bordeaux.....Mill..... | at Mumby. |
| Ninemire & Morgan.....Mill..... | at Helsing Jct. |
| Nat. Lbr. & Mfg. Co.....Logs..... | at Cedarville. |

National Park Line

| | |
|--|-----------------------------------|
| Harvard.....Mill..... | 1.3 miles west of Hillsdale. |
| Kirby.....Wood..... | 0.6 mile east of Harding. |
| Electron.....Industry..... | 0.3 mile west of Kapowsin. |
| Tillicum Lbr. Co.....Mill..... | 0.1 mile west of Holz. |
| St. Paul & Tac. Lbr. Co.....Logs..... | 0.1 mile east of Clay City. |
| Lynch Creek.....Gravel..... | 1.4 miles east of Eatonville. |
| Fairview.....Industry..... | 1.7 miles west of Eatonville. |
| Fritzer.....Mill..... | 3.0 miles west of Eatonville. |
| Monarch Fire Clay Co.....Industry..... | 3.2 miles west of Eatonville. |
| Rock Quarry.....Industry..... | 3.3 miles west of LaGrande. |
| Flynn.....Log..... | 2.0 miles east of Mineral. |
| Hardy.....Log..... | 2.0 miles east of Mineral. |
| Mountain Camp.....Mino..... | off wyo at East Creek Jct. |
| Miller & Wilson.....Mill..... | 1.5 miles from East Creek Jct. |
| Carlson.....Mill..... | 1.3 miles west of East Creek Jct. |
| Cambridge.....Logs..... | 0.5 miles west of Carlson. |
| Divide.....Coal..... | 4.0 miles west of East Creek Jct. |
| Pankey.....Logs..... | 3.0 miles west of East Creek Jct. |
| Stinson.....Mill..... | 2.9 miles west of East Creek Jct. |
| Storm King.....Mill..... | 5.0 miles west of East Creek Jct. |
| Tilton Lbr. Co.....Mill..... | 0.5 mile west of Cowlitz Jct. |
| Horns.....Logs..... | 1.9 miles west of Cowlitz Jct. |

Willapa Harbor Line

| | |
|---------------------------------------|------------------------------|
| Shepard.....Industry..... | 3.6 miles west of Maytown. |
| Tebb.....Mill..... | 2.5 miles east of Central'a. |
| Raymond Lbr. Co. No. 1.....Logs..... | 0.7 mile west of Bedford. |
| Sunset Timber Co No. 1.....Logs..... | 0.3 mile east of Bush. |
| Sunset Timber Co. No. 2.....Logs..... | 0.1 mile east of Bush. |

WATCH INSPECTORS

| | |
|-----------|--------------------------------|
| Cle Elum, | J. A. Kaiteman |
| Tacoma, | Syman Jewelry Co. |
| Hoquiam, | Fred. Straub |
| Everett, | H. N. Skinner |
| Seattle, | W. W. Houghton, 215 Yesler Way |
| Chehalis, | Burnett Bros. |
| Raymond, | J. A. Diem. |
| Mineral, | H. V. Rowe |
| Morton, | F. C. Grover |
| Enumclaw, | A. C. Melsness |

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 5:30PM to 7:30PM |
| Auburn..... | Continuous. |
| Sumner..... | 8:00AM to 10:00AM and 5:00PM to 7:00PM |
| North Puyallup..... | 12:30PM to 2:30PM and 5:00PM to 7:00PM |
| Tacoma Junction..... | Continuous. |
| North Bend..... | 8:00AM to 10:00AM |
| Snoqualmie Falls..... | 8:00AM to 10:00AM |
| Carnation..... | 8:30AM to 10:30AM |
| Duval..... | 8:00AM to 10:00AM |
| Monroe..... | 7:30AM to 9:30AM and 7:30PM to 9:30PM |
| Snohomish..... | 7:30AM to 9:30AM |
| Everett..... | 7:00AM to 9:00AM and 8:00PM to 10:00PM |
| McKenna..... | 2:40PM to 4:40PM |
| 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 |
| Kapowsin..... | 9:00AM to 11:00AM and 3:30PM to 5:30PM |
| Eatonville..... | 9:30AM to 11:30AM and 3:00PM to 5:00PM |
| Alder..... | 9:30AM to 11:30AM and 3:00PM to 5:00PM |
| Elbe..... | 9:30AM to 11:30AM and 3:00PM to 5:00PM |
| Mineral..... | 11:00AM to 3:00PM |
| Morton..... | 12:30PM to 2:30PM |
| Ashford..... | 11:00AM to 1:00PM and 2:00PM to 4:00PM |
| Centralia..... | 2:30PM to 4:30PM |
| Chehalis..... | 2:30PM to 4:30PM |
| Doty..... | 1:45PM to 5:15PM |
| Sutco..... | 12:15PM to 2:15PM and 4:30PM to 6:30PM |
| Othello..... | Continuous. |
| Corfu..... | 12:30PM to 4:00PM and 2:00AM to 5:00AM |
| Beverly..... | Continuous. |
| Rye..... | 1:30PM to 3:30PM |
| 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. M. HAYDEN
Chief Dispatcher.

S. C. WHITEMORE
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,

H. E. PETERSON

W. A. ALLEN,

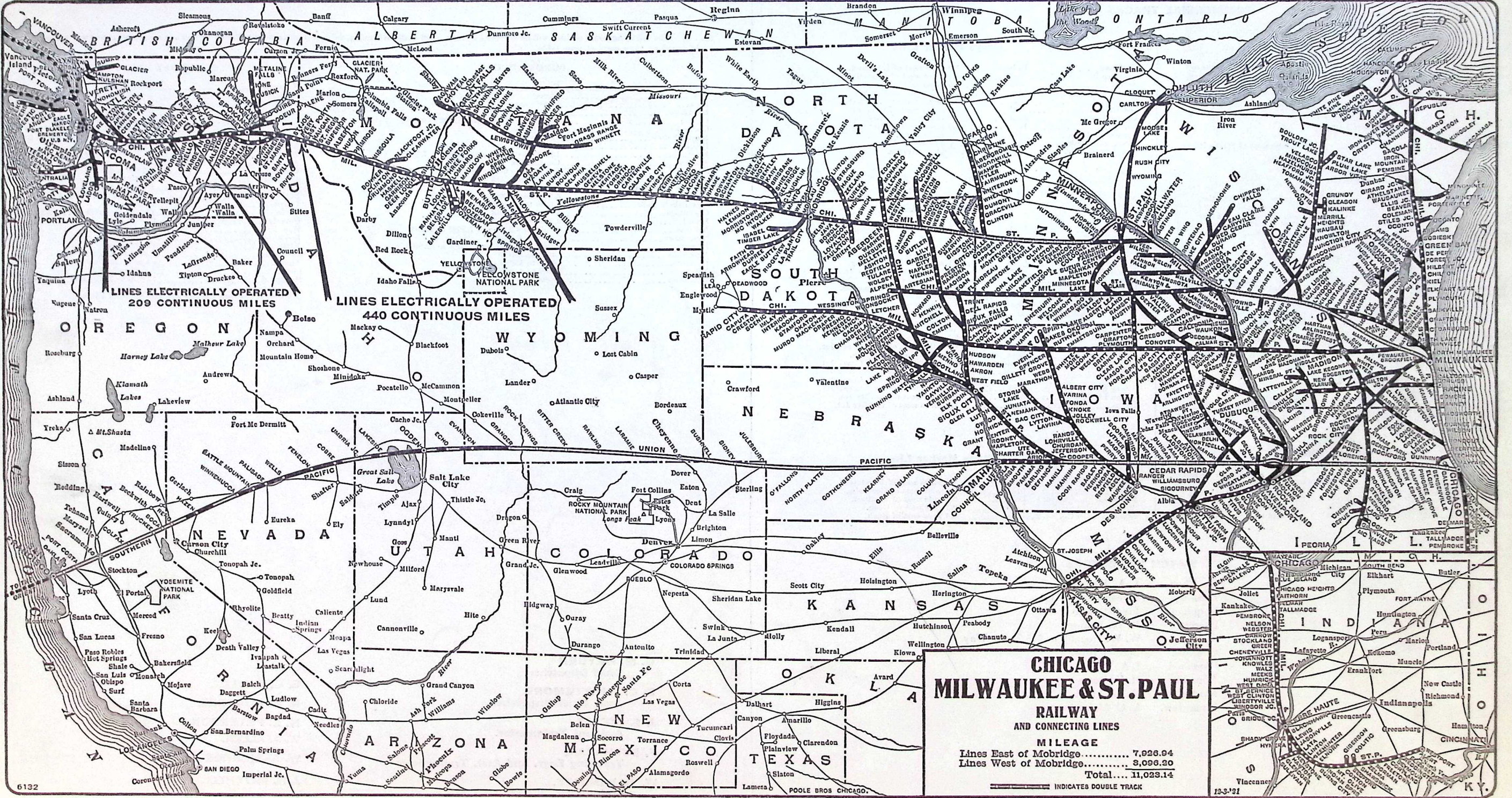
W. A. MONROE

J. N. MITCHELL,

C. G. BLEICHNER

J. R. WEATHERLY
Train Dispatchers.

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



LINES ELECTRICALLY OPERATED
209 CONTINUOUS MILES

LINES ELECTRICALLY OPERATED
440 CONTINUOUS MILES

CHICAGO MILWAUKEE & ST. PAUL RAILWAY AND CONNECTING LINES

MILEAGE

| | |
|----------------------|------------------|
| Lines East of Moberg | 7,926.94 |
| Lines West of Moberg | 8,096.20 |
| Total | 11,023.14 |

INDICATES DOUBLE TRACK

Handwritten note: At the Milwaukee