

# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

TO PUGET SOUND - ELECTRIFIED-

## COAST DIVISION

# TIME TABLE No. 18

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

PACIFIC OR 120th MERIDIAN TIME

# SUNDAY, OCTOBER 26, 1924

SUPERSEDING COAST DIVISION TIME TABLE NO. 17 AND ALL SUPPLEMENTS THERETO

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

D. E. ROSSITER,  
Superintendent.

N. A. MEYER,  
Assistant Superintendent of Transportation

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

J. L. BROWN,  
Superintendent of Transportation

C. O. BRADSHAW,  
General Manager.



SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Distance from Othello	Time Table No. 18 IN EFFECT 12.01 A. M. OCTOBER 26th, 1924				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 Tracks	Other Sidings	STATIONS	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 3:20 <sup>18</sup> AM	L 10:30 <sup>18</sup> PM		L 12:15 <sup>18</sup> PM	L 4:15 <sup>18</sup> AM		Yard	0.0	OTHELLO	98.9	SO		B@TORWCA	A 4:35 <sup>63</sup> PM	A 3:20 <sup>63</sup> AM			A 3:55 <sup>64</sup> PM	A 8:15 <sup>64</sup> AM				
		3:40	10:55	12:22	4:22	70	10	5.5	ANSON	93.4		No Office	P	4:22	3:07			3:10	7:30				
		3:55	11:10	12:28	f 4:28	70	10	9.2	TAUNTON	89.7		No Office	P	4:15	f 3:00			2:50	7:00				
		4:13	11:45	f 12:40	s 4:42	70	20	15.0	CORFU	83.9		No Office	W	f 4:02	f 2:47			2:15	6:25				
		4:42	12:20 <sup>17</sup> AM	12:55	f 4:57 <sup>63</sup>	70	15	24.7	SMYRNA	74.2		No Office	P	3:44	f 2:29			1:35	5:50				
		5:08	12:55	1:06	f 5:08 <sup>74</sup>	70	20	31.2	JERICO	67.7		No Office	P	3:33	f 2:18			1:06 <sup>15</sup>	5:28 <sup>17</sup>	5:08 <sup>63</sup>			
	L 3:25 <sup>16</sup> PM	5:50	1:25	s 1:18	s 5:20	70	90	37.8	BEVERLY	61.1	BV		@OYBWR	s 3:22 <sup>315</sup>	s 2:08			12:40	4:40	A 12:25 <sup>316</sup> PM			
	A 3:30 <sup>16</sup> PM							38.8	BEVERLY JCT.	60.1		No Office	J							L 12:20 <sup>316</sup> PM			
		6:05	1:59 <sup>18</sup>	1:26	5:29	70	10	40.6	COHASSETT	58.3		No Office	P	3:14	2:63	1:59		12:25	4:25				
		6:30	2:20	1:35	f 5:40	42		44.0	DORIS	54.9		No Office	P	3:07	f 1:51			12:10 <sup>18</sup> PM	4:10				
		7:05	3:05	1:50	f 5:57	70	6	49.6	RYE	49.3		No Office	PW	2:54	f 1:38			11:45	3:45				
		7:25	3:25 <sup>74</sup>	2:01	6:09	70	7	52.9	CHEVIOT	46.0		No Office	P	2:46	1:30			11:15	3:25 <sup>263</sup>				
		7:50	3:45	2:10	f 6:20	70	21	56.6	BOYLSTON	42.3	BX	3:00PM to 6:00AM	W	2:36	f 1:20			10:50	3:00				
		8:25	4:05	2:22 <sup>16</sup>	6:32	70	10	62.1	RENSLOW	36.8		No Office	P	2:22 <sup>15</sup>	1:06			10:25	2:30				
		9:00	4:25	f 2:32	s 6:43	70	90	67.2	KITTITAS	31.7	KY		@BYWO	f 2:08	s 12:55			10:05	2:10				
		9:40	4:55	s 2:45	s 6:56	70	50	73.6	ELLENSBURG	25.3	NB	5:00PM to 8:00AM		s 1:58	s 12:43			9:40 <sup>64</sup>	1:40				
		10:15	5:35	2:58	f 7:10	70	20	80.5	THORP	18.4	RP	4:00PM to 7:00AM		1:45	f 12:30			9:15	1:10				
		11:00	6:25	3:15	f 7:28	70	5	88.9	HORLICK	10.0		No Office	PW	1:29	f 12:14 <sup>AM</sup>			8:40	12:40				
	A 12:01 <sup>64</sup> PM	A 7:25 <sup>64</sup> AM		A 3:35 <sup>64</sup> PM	A 7:50 <sup>64</sup> AM		Yard	98.9	CLE ELUM	0.0	CM		@TOWRB	L 1:10 <sup>74</sup> PM	L 11:55 <sup>74</sup> AM			L 8:00 <sup>17-263</sup> AM	L 12:15 <sup>18</sup> AM				
	0.05	8.41	8.55	3.20	3.35				Schedule Time					3.25	3.25			7.55	8.00	0.05			
	12.0	11.4	11.1	29.7	27.6				Average Speed per Hour					28.9	28.9			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 Renslow and Cohasset, inclusive, and unless otherwise specified in order, the following will govern:

- If between 1st class trains, the ascending train take siding;
- If between 2nd or inferior class trains, the ascending train take siding;
- If between 1st class and inferior class trains, the inferior class train take siding.

Train No. 16 will reduce speed to six miles per hour while entering passenger station at Othello.

Mountain grade, between Kittitas and Beverly Jct.

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	Freight Trains
Between Othello and Beverly.....50 M. P. H.	Between Othello and Beverly.....20 M. P. H.
Between Beverly and Kittitas.....28 M. P. H.	Between Beverly and Kittitas.....18 M. P. H.
Between Kittitas and Cle Elum.....50 M. P. H.	Between Kittitas and Cle Elum.....20 M. P. H.

Silk trains, Exclusive stock trains and Caboose Hops, handled by Electric Freight Motors, also Light Helper Motors, may make a maximum speed of thirty (30) miles per hour where track and other conditions will permit.

See other speed restrictions on page 14.



SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars		Distance from Cle Elum	Time Table No. 18 IN EFFECT 12:01 A. M. OCTOBER 26th, 1924				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	0.0	.....CLE ELUM.....	89.9					CM	.....	.....	.....	.....	.....	.....	.....
	L 6:00PM	L 4:30PM	L 3:45PM		L 8:00AM			7.5	.....LAVENDER.....	82.4	No Office	P	A 1:00PM		A 11:45PM	A 6:15AM	A 9:00PM							
	6:30	5:05	3:59		8:16	70	28	7.5	.....EASTON.....	78.3	EA	5:00PM to 8:00AM	12:42		11:28	5:45	8:15							
	6:45	5:20	4:04		f 8:25	65	30	11.6	.....WHITTIER.....	69.8	No Office	YK	12:36		f 11:21	5:30	7:55							
	7:25	6:00	4:18		f 8:44	70	15	20.1	.....KEECHELUS.....	65.8	No Office	W5ME	12:18		f 11:04	4:55	7:25							
			4:25		f 8:53			24.1	.....HYAK.....	60.9	HY	W	12:10		f 10:57									
	8:00	7:40	4:34		f 9:04	E75 W80	24	29.0	.....ROCKDALE.....	58.3	KD	WTI	12:01PM		f 10:49	4:20	263 6:40							
	8:15	6:55	s 4:44		s 9:14	E85 W75	60	31.6	.....BANDERA.....	53.2	No Office	P	s 11:53		s 10:40	4:00	6:15							
	8:35	7:15	4:56		9:29	70	10	36.7	.....GARCIA.....	47.9	GC	5:00PM to 8:00AM	11:27		f 10:14	3:20	15 5:10							
	8:55	7:35	5:10		f 9:44	70	22	42.0	.....RAGNAR.....	42.3	No Office	P	11:13		10:01	3:00	4:30							
	9:20	8:00	5:24		9:59	70	16	47.6	.....CEDAR FALLS.....	39.1	MY	WORYB&JZ	s 11:06	As 6:10PM	s 9:54	240 2:15	4:15	17-43 10:10AM						
	L 12:15PM	18 9:54	9:00	s 5:35	L 10:20AM	E80 W70	Yard	50.8	.....BAGLEY JCT.....	54.8	No Office	JP												
	A 12:30PM							54.8	.....BARNESTON.....	34.3	No Office	P	10:52	f 5:58	9:41	1:47	3:35							
		10:45	9:15	5:42	f 10:32	70		55.6	.....TRUDE.....	30.4	No Office	P	10:45	f 5:48	263 9:35	1:35	3:20							
		11:05	9:35	5:48	f 10:45	70		59.5	.....LANDSBURG.....	27.8	No Office	P	f 5:40											
					f 10:50	10		62.1	.....NOBLE.....	25.5	No Office	P	10:37	f 5:35	9:26	1:25	3:00							
		11:25	10:00	5:55	f 10:55	70	18	64.4	.....MAPLE VALLEY.....	22.1	MV	WJR	L 10:30AM	Lf 5:30PM	L 9:20PM	L 1:15AM	L 2:45PM							
	A 11:45PM	A 10:15PM	A 6:00PM	As 11:02AM	Af 10:45AM	85	14	67.8	.....CEDAR MOUNTAIN.....	71.6														
								71.6	.....INDIAN.....	73.1														
								73.1	.....ELLIOTT.....	74.6														
								74.6	Northern Pacific Crossing	78.1	RN													
								78.1	.....RENTON.....	80.5	BI	I												
								80.5	.....BLACK RIVER.....	84.8														
								84.8	O-W R & N R.R. Crossing	86.5														
								86.5	.....VAN ASSELT.....															
									.....ARGO.....															
									N. P. & O-W. R. & N. Crossing															
	A 3:00AM	A 1:30AM	A 7:00PM	A 11:55AM	A 11:45AM			89.9	.....SEATTLE.....	0.0	OW FC		L 9:30AM	L 4:45PM	L 8:30PM	L 12:10AM	L 1:00PM							
	.15	9.00	8.	3.15	1.35	3.45			Schedule Time				3.30	1.25	3.15	6.05	8.00	.15						
	16.0	9.9	11.2	27.6	24.7	23.9			Average Speed Per Hour				25.7	27.6	27.6	14.7	11.2	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.  
 Silk trains, Exclusive stock trains and Caboose Hops, handled by Electric Freight Motors, also Light Helper Motors, may make a maximum speed of thirty (30) miles per hour where track and other conditions will permit.

**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.

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, interlocked 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.

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

**MOUNTAIN GRADE:** Between Rockdale and Cedar Falls. At meeting points made by special order at Ragnar, Garcia or Bandera, and unless otherwise specified in order, the following will govern: If between 1st class and inferior class trains, the ascending train will take siding; If between 2nd or inferior class trains, the ascending train take siding. If between 1st class and inferior class trains, the inferior class train take siding.  
 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 Bruff's 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—WESTWARD**

										THIRD CLASS			SECOND CLASS				Capacity of Sidings in Cars		Distance from Seattle	Time Table No. 18 IN EFFECT 12:01 A. M. OCTOBER 26th, 1924				FIRST CLASS			
										975			691	93	63	Passing Tracks	Other Sidings	STATIONS									
										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 Sun.			Daily	Daily Except Sun.	Daily			Daily	Daily	Daily	Daily						
														L 5.00PM					0.0	SEATTLE.....	L 12.15PM		L 7.15PM				
																			3.4	ARGO N. P. O.-W. R. & N. Crossing							
																		5.1	VAN ASSELT.....								
										L 7.15AM			L 6.50PM	L 5.40PM	L 3.15AM	Yard		9.4	BLACK RIVER Northern Pacific Crossing	L 12.43PM	L 3.50PM	L 7.38PM	L 11.35PM				
										7.40			18 7.15	6.05	3.33	68	112	16.3	KENT.....	* 12.55	4.03	7.50	11.47				
										7.55			7.30	6.30	3.51	E73 W85	75	21.3	AUBURN.....	* 1.04	4.12	7.56	11.58				
										16 8.23			7.44	18 6.56	4.03	84		25.9	BENROY.....	94 1.11	4.20	8.04	12.06AM				
										8.35			7.52	7.10	4.12	35	50	28.5	SUMNER.....	* 1.15	4.25	8.08	12.14				
										8.40			7.55	7.15	4.22	79	32	30.2	NORTH PUYALLUP.....	976 1.21	4.29	8.11	12.18				
										A 9.00AM			A 8.10PM	A 7.35PM	692-564 A 4.40AM			35.8	TACOMA JCT.....	1.30	A 4.40PM	8.20	A 12.29AM				
																		37.8	TACOMA.....	A 1.45PM		A 8.35PM					
										1.45			1.20	2.35	1.25				Schedule Time	1.30	.50	1.20	.54				
										15.1			19.8	13.9	18.6				Average Speed Per Hour	25.2	31.7	28.3	29.4				

**MAXIMUM PERMISSABLE SPEED**

**Passenger Trains**

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

**Freight Trains**

Between Black River and Tacoma Jct.....20 M. P. H.  
Between Tacoma Jct. and Tacoma..... 10 M. P. H

Silk trains, Exclusive stock trains and Caboose Hops, handled by Electric Freight Motors, also Light Helper Motors, may make a maximum speed of thirty (30) miles per hour where track and other conditions will permit.  
See other speed restrictions on page 14.



BLACK RIVER TO TACOMA SUBDIVISION—EASTWARD

FIRST CLASS					Time Table No. 18 IN EFFECT 12.01 A. M. OCTOBER 26th, 1924	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 8.00PM	A 9.15AM				SEATTLE	37.8															
						ARGO N. P. O-W. R. & N. Crossing	34.4															
						VAN ASSELT	32.7															
A 10.20PM	A 7.29PM	A 8.52AM	A 6.00AM			BLACK RIVER Northern Pacific Crossing	28.4	BI		YWRIKJ	A 6.25AM	A 11.05PM			A 2.30PM	A 2.45PM						
10.07	s 7.15	8.40	5.46			KENT	21.5	K	10.00PM to 7.00AM		6.05	10.44			2.05	2.20						
9.58	s 7.05	8.31	5.36			AUBURN	16.5	BR			5.52	10.29			1.35	2.00						
9.51	s 6.56	8.23	5.28			BENROY	11.9		No Office	P	5.40	10.15			1.17	1.45						
9.47	s 6.51	8.19	5.23			SUMNER	9.3	UX	12.00M to 7.45AM	W	5.34	10.07			12.45PM	1.30						
9.44	f 6.47	8.16	5.20			NORTH PUYALLUP	7.6	PX	6.30PM to 8.00AM		5.30	10.02			11.05	1.17						
L 9.35PM	6.39	8.09	L 5.10AM			TACOMA JCT.	2.0	JN		RJ@KB	L 5.15AM	L 9.45PM			L 10.45AM	L 12.45PM						
	L 6.30PM	L 8.00AM				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	31.6			Average Speed Per Hour					22.6	19.8			7.0	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 Wyo:

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 wyo, 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.

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	STATIONS	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	THIRD CLASS
291	215	Passing Tract	Other Sidings	216							292	
Way Freight Daily Except Mon.	Passenger Daily			Passenger	Way Freight	Passenger	Way Freight					
L 7.15 AM	L 6.15 PM	292		0.0	CEDAR FALLS	54.7	MY		ⓄOYZ WRB	A 10.15 AM	A 6.15 PM	
7.40	f 6.30			5.9	5.9 TANNER Northern Pac. Ry. Crossing	48.8		No Office	K	f 9.56	5.25	
7.50	s 6.35	25	9	8.0	2.1 NORTH BEND	46.7	BE	5.00 PM to 8.00 AM	WY	s 9.51	5.15	
8.20	s 6.45	35		11.2	3.2 SNOQUALMIE FALLS	43.5	Q	5.00 PM to 8.00 AM		s 9.44	5.00	
8.25	f 6.50	20		12.3	1.1 TOKUL	42.4		No Office		f 9.39	4.25	
8.45	s 7.01	11		16.9	4.6 FALL CITY	37.8		No Office		f 9.25	3.50	
216 9.10	s 7.15	35	12	22.3	5.4 CARNATION	32.4	J	5.00 PM to 8.00 AM	W	s 9.10	3.10	
9.25	s 7.23	32	4	25.6	3.3 STILLWATER	29.1		No Office		f 9.01	2.50	
9.50	s 7.37	30	75	31.0	5.4 DUVAL	23.7	VA	5.00 PM to 8.00 AM		s 8.50	2.25	
10.15	f 7.52	11	85	36.6	5.6 HIGH ROCK	18.1		No Office		f 8.39	2.05	
11.00	s 8.02	29	130	40.8	4.2 MONROE	13.9	MO	9.30 PM to 7.30 AM	WYK	s 8.31	1.45	
11.10	f 8.07	15	7	41.4	0.6 G. N. RY. CROSSING	13.3		No Office				
11.35	s 8.20	40	30	47.7	1.2 WOODRUFF Three Lakes Log Co's. Crossing	12.1		No Office	K	f 8.26	1.16	
11.45	f 8.25		75	49.9	5.1 SNOHOMISH	7.0	HO	4.30 PM to 7.30 AM		s 8.15	12.55	
12.01 PM	8.33		Yard	53.1	2.2 RIVERVIEW	4.8		No Office		s 8.11	12.45	
A 12.15 PM	A 8.40 PM			54.7	3.2 BELT YARD	1.6		No Office	KZ	8.04	12.30	
					1.6 EVERETT	0.0	RT	11.00 PM to 7.00 AM	ⓄOBTWRZ	L 8.00 AM	L 12.15 PM	
5.0	2.25				Schedule Time					2.15	6.00	
10.9	22.6				Average Speed Per Hour					24.3	9.1	

**SPECIAL RULES**

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

First class trains will stop on flag at Edgewick and Novelty for passengers and express.

First class trains will run under control and all other trains will reduce speed to six (6) miles per hour approaching and passing through yard limits at Stillwater and Snoqualmie Falls, expecting to find main line occupied.

**MAXIMUM SPEED PERMISSIBLE**

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

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



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

SECOND CLASS										Capacity of Sidings in Cars		Time Table No. 18 IN EFFECT 12.01 A. M. OCTOBER 26th, 1924				SECOND CLASS			
315										Passing Trucks	Other Sidings	Distance from Beverly Jct.	STATIONS	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	316	
Mixed																		Daily except Sunday	
L	3.30PM											0.0	..... BEVERLY JUNCTION .....	45.2		No Office	P JR	A	12.20PM
f	3.45									6		4.0	..... LEVERING .....	41.2		No Office		f	12.01PM
f	4.15									28		14.4	..... PRIEST RAPIDS .....	30.8		No Office	P W	f	11.30
f	4.35									9		21.3	..... VERNITA .....	23.9		No Office		f	11.00
f	4.45											24.3	..... RIVERLAND .....	20.9		No Office		f	10.50
f	4.55									5		27.4	..... HAVEN .....	17.8		No Office		f	10.35
f	5.05									12		30.7	..... ALLARD .....	14.5		No Office		f	10.20
s	5.25									25	75	37.4	..... WHITE BLUFFS .....	7.8	WB	5.00PM to 8.00AM		s	9.55
A	5.50PM									10	30	45.2	..... HANFORD .....	0.0	HN	5.00PM to 8.00AM	YWR	L	9.30AM
2.30												Schedule Time				2.50			
18.0												Average Speed per Hour				15.9			

**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		Capacity of Sidings in Cars		Distance from Bagley Jct.	Time Table No. 18 IN EFFECT 12.01 A. M. OCTOBER 26th, 1924			Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	THIRD CLASS	
395	Mixed	Passing Tracks	Other Sidings		STATIONS							396	Mixed
Daily Except Sun.										Daily Except Sun.			
L 12.30 PM		17		0.0	BAGLEY JCT.			17.5		No Office	R	A 9.30 AM	
12.55		37	13	2.2	2.2 SELLECK Northern Pac. Ry. Crossing			15.3		No Office	W I M L E	9 05	
f 1.15		19		7.1	4.9 PALMER Northern Pac. Ry. Crossing			10.4		No Office		f 8.43	
f 1.25		15	46	8.4	1.3 BAYNE			9.1		No Office		f 8.37	
f 1.35			7	10.2	1.8 CUMBERLAND Northern Pac. Ry. Crossing			7.3		No Office		f 8.29	
f 1.45			6	13.3	3.1 VEAZIE			4.2		No Office		f 8 17	
f 2.01				15.5	2.2 ENUMCLAW JCT.			2.0		No Office	Y J R	f 8.08	
A 2.15 PM		28	55	17.5	2.0 ENUMCLAW			0.0	CW	4.15 PM to 7.15 AM	W R	L 8.00 AM	
1.45					Schedule Time							1.30	
10.0					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.



515  
630  
645

THIRD CLASS					SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars	Distance from Tacoma	Time Table No. 18 IN EFFECT 12.01 A. M. OCTOBER 26th, 1924				Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS		
193	191	161	31	117	161	31	117			Passing Tracks	Other Sidings	STATIONS	32					118	192	194	162	Passenger
Way Freight	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Daily Except Sun.	Daily Except Sun.	Daily Except Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Daily Except Sun.	Daily Except Sun.	Daily Except Sat.	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily Except Mon.	Daily Except Sun.	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	
L 9.00AM	L 7.30AM	L 10.30PM	L 3.30PM	L 1.55PM						0.0	TACOMA	67.2	TC		⊙RBK	A 10.20AM	A 5.45PM	A 1.00PM	A 1.40PM	A 1.55PM		
9.20	8.00	11.00	s 3.41	f 2.07	16	65	3.1			3.1	HILLSDALE	64.1	B	6.00PM to 8.00AM		s 10.08	f 5.30	12.40	1.20	11.30		
			f 3.46	f 2.11		30	5.5			5.5	MIDLAND	61.7		No Office		f 10.03	f 5.23					
<sup>32</sup> 10.00	8.30	<sup>162</sup> 11.15	3.49	2.14	52		6.9			6.9	ALLISON	60.3		No Office		<sup>193</sup> 10.00	5.20	12.20	1.00	<sup>161</sup> 11.15		
A 10.20AM	9.15	A 11.35PM	s 3.58	Af 2.22PM	40	90	11.2			11.2	FREDERICKSON	56.0	SJ		YR W 1/2ME	s 9.51	Lf 5.12PM	12.01PM	L 12.40PM	L 10.55PM		
	<sup>32</sup> 9.47		f 4.02		32		12.8			12.8	BERKELEY	54.4		No Office		f <sup>191</sup> 9.47		11.35				
	10.00		f 4.06			60	15.0			15.0	HARDING	52.2		No Office		f 9.42		11.25				
	10.10		s 4.09			9	15.9			15.9	GRAHAM	51.3		No Office		s 9.39		11.20				
	10.30		f 4.13			20	17.4			17.4	THRIFT	49.8		No Office		f 9.35		11.10				
	<sup>192</sup> 10.50		f 4.21				21.1			21.1	TANWAX JCT.	46.1		No Office	Y	f 9.27		<sup>191</sup> 10.50				
	11.20		s 4.26		21	75	23.0			23.0	KAPOWSIN	44.2	K	5.00PM to 8.00AM	WO	s 9.22		10.30				
			f 4.33				26.3			26.3	HOLZ	40.9		No Office		f 9.15						
	11.45		f 4.39			8	28.3			28.3	CLAY CITY	38.9		No Office		f 9.11		9.40				
	12.30PM		s 4.49		21	30	32.6			32.6	EATONVILLE	34.6	V	5.00PM to 8.00AM	W	s 9.03	<sup>32</sup> 9.22	8.55				
	12.50		s 4.57		19		36.6			36.6	LA GRANDE	30.6		No Office		s 8.55		8.15				
	1.15		s 5.14		32	40	41.2			41.2	ALDER	26.0	AD	5.00PM to 8.00AM		s 8.38		7.50				
	1.30		s 5.19		48		43.3			43.3	RELIANCE	23.9	RA	5.00PM to 8.00AM		s 8.33		7.40				
	1.45		f 5.25		25	15	46.2			46.2	WILLIAMSON	21.0		No Office		f 8.25		7.20				
	2.00		s 5.29		24	30	47.2			47.2	ELBE	20.0	II	5.00PM to 8.00AM	W	s 8.22		7.15				
	2.15		s 5.35 6.07				49.6			49.6	PARK JCT.	17.6		No Office	RYJ	s 8.17 7.47		6.50				
	A 3.00PM		s 6.17		35	126	53.7			53.7	MINERAL	13.5	D	10.00PM to 7.30AM	WORB	s 7.37		L 6.30AM				
			f 6.19				54.4			54.4	EAST CREEK JCT.	12.8		No Office	Y	f 7.33						
							56.1			56.1	CARLSON LBR. CO. CROSSING	11.1		No Office								
							59.4			59.4	HARDY LBR. CO. CROSSING	7.8		No Office								
			f 6.33			7	59.6			59.6	COWLITZ JCT.	7.6		No Office		f 7.23						
			f 6.47			50	63.8			63.8	EAST FORKS	3.4		No Office	W 1 Mi E	f 7.10						
			f 6.50			15	64.8			64.8	LINDBERG	2.4		No Office		f 7.07						
			A 7.00PM			25	67.2			67.2	MORTON	0.0	MO	3.30PM to 6.30AM	YR	L 7.00AM						
1.20	7.30	1.05	3.30	.27							Schedule Time					3.20	.33	6.30	1.00	1.00		
8.4	7.2	10.3	19.2	24.9							Average Speed Per Hour					20.1	20.4	8.3	11.2	11.2		

SPECIAL RULES

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

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.

First class trains will run under control and all other trains will reduce speed to six (6) miles per hour approaching and passing through yard limits at Reliance, expecting to find main line occupied.

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	Distance from Fredrickson	Time Table No. 18 IN EFFECT 12:01 A. M. OCTOBER 26th, 1924				Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS	
195	193	161		117	Passenger	Freight			Passenger	Freight	118						194	162	Passenger	Freight
Way Freight	Way Freight	Time Freight		Passenger	Passenger	Freight	Passing Trains	Other Sidings	STATIONS	Passenger	Freight	Way Freight	Freight	Passenger	Freight					
Daily Except Sun.	Daily Except Sun.	Daily Except Sat.		Daily	Daily	Daily				Daily	Daily	Daily Except Sun.	Daily Except Sun.	Daily	Daily					
	L 11.15AM	L 11.35PM		Lf 2.22PM			90	0.0	FREDERICKSON	97.1	SJ		YR	As 5.12PM	A 12.25PM	A 10.55PM				
	11.30	11.45		f 2.29			12	3.5	3.5 LOVELAND	93.6		No Office		f 5.02	12.10PM	10.43				
	194 11.50	11.55		f 2.37			48	2	4.6 GREENDALE	89.0		No Office	W	f 4.51	193 11.50	10.28				
				f 2.42				11.0	2.9 ROY	86.1		No Office		f 4.43						
	12.30PM	12.15AM		s 2.52			41	50	4.8 MCKENNA	81.3	MC	4.30PM to 7.15AM	Y	s 4.32	11.15	10.00				
	1.15	12.40		s 3.07			42		7.7 RAINIER	73.9	RN	5.00PM to 8.00AM		s 4.14	10.20	9.32				
	1.50	1.05		f 3.22			39		7.6 OFFUTT LAKE	66.0		No Office	W	s 3.56	9.45	9.05				
L 7.00AM	A 2.20PM	1.50		s 3.40			36	60	6.1 MAYTOWN	59.9	MT	5.00PM to 8.00AM	W-B-J-O RYJ	s 3.40	117 9.15	8.42				
7.15		2.01		f 3.49			26	20	4.0 MUMBY	55.9		No Office		f 3.25	8.50	8.27				
7.35		2.20		s 4.00				7	5.4 ROCHESTER N. P. Crossing	50.5	RH	5.00PM to 8.00AM		s 3.15	8.25	8.07				
A 194 7.45AM		A 2.43AM		As 4.05PM					2.0 HELSING JCT.	48.5		No Office	K J	Ls 3.10PM	L 195 8.15AM	L 8.00PM				
									1.5 INDEPENDENCE	47.0			R							
									4.6 BALCH	42.4										
									3.9 CEDARVILLE	38.5										
									4.3 LANKNER	34.2										
									2.3 RONY	31.9										
									2.1 SAGINAW	29.8										
									1.6 SOUTH ELMA	28.2										
									3.8 FULLER	24.4										
									6.2 SOUTH MONTESANO	18.2										
									1.5 MONTESANO	16.7										
									2.9 MELBOURNE	13.8										
									3.1 PREACHERS SLOUGH	10.7										
									3.1 NORTH RIVER JCT.	7.6										
									1.2 COSMOPOLIS	6.4										
									1.9 SOUTH ABERDEEN	4.5										
									1.0 ABERDEEN	3.5										
		A 6.00AM		A 6.15PM					3.5 HOQUIAM	0.0			WTYCO RBK	L 1.05PM		L 5.00PM				
0.45	3.05	6.30		3.53					Schedule Time					4.07	4.10	5.55				
15.2	12.0	14.9		25.0					Average Speed Per Hour					23.5	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 Offut Lake; Des Chutes 2.3 miles east Offut 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	Passing Tracks	Other Sidings	Distance from Park Jct.	Time Table No. 18				Distance from Ashford	Telephone Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS																					
		31	33					Time Table No. 18		32						34																					
		Passenger	Passenger	IN EFFECT 12:01 A. M.		Passenger		Passenger																													
		Daily	Daily	OCTOBER 26th, 1924		Daily		Daily																													
				STATIONS																																	
		L 5.35PM	L 7.47AM				0.0	-----PARK JCT.-----	5.5		No Office	YR	As 8.17AM	A 6.07PM																							
		f 5.38	f 7.50		15	1.3	1.3	-----HICKEY-----	4.2		No Office		f 8.14	6.04																							
		f 5.43	f 7.55		15	3.5	2.2	-----NATIONAL-----	2.0		No Office		f 8.09	5.59																							
		f 5.45	f 7.57		25	4.5	1.0	-----CAMP 17-----	1.0		No Office		f 8.07	5.57																							
		As 5.47PM	As 7.59AM		16	5.5	1.0	-----ASHFORD-----	0.0	F	5.00PM to 8.00AM	RY	L 8.00AM	L 5.50PM																							
		.12	.12					Schedule Time					.17	.17																							
		27.5	27.5					Average Speed Per Hour					19.4	19.4																							

**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.

First class trains will run under control and all other trains will reduce speed to six (6) miles per hour approaching and passing through yard limits at Camp 17, expecting to find main line occupied.

**MAXIMUM SPEED PERMISSIBLE**

<b>Passenger Trains</b>	<b>Freight Trains</b>
Between Park Jct. and Ashford.....30 M. P. H.	Between Park Jct. and Ashford.....15 M. P. H.
	See other speed restrictions on page 14.

**SYMBOLS**

@—Standard Clock	T—Turntable	D—Drenching Tower.
W—Water	Y—Wye	B—Bulletin Boards
C—Coal	P—Dispatchers Telephone	J—Junction
O—Oil	I—Interlocked	Z—Track Scales
R—Register	G—Gated.	T—Refreshments
		K—Connection with a Foreign Road

**TONNAGE RATING**

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

Not Applicable to trains handled by electric power.

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 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 Burt
- East and West Bedford
- 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. 18 IN EFFECT 12:01 A. M. OCTOBER 26th, 1924				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS	
261	217	218	217	Passing Tracks	Other Sidings		STATIONS	218	262	Passenger					Way Freight	218	262	Passenger
Way Freight	Passenger	Way Freight	Passenger															
Daily Except Sun.	Daily	Daily	Daily												Daily	Daily Except Sun.		
L 7.00AM	L 3.50PM			45	0.0	MAYTOWN	65.9	MT	5 PM to 8 AM	⊕-W-B-J ⊕-R-Y-P	A	3.35PM	A 1.40PM					
					1.5	Maytown Lbr. Co. Crossing	64.4			G								
f 7.20	f 4.04			68	7.3	ESSEX	58.6		No Office			f 3.19	f 1.05					
					10.7	Ford's Prairie Coal Co. Crossing FORAN	55.2		No Office	G		f 3.12	f 12.50					
					12.5	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.	53.3			I								
e 8.00	s 4.17			69	13.9	CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P	s	3.05	e 12.35PM					
					14.4	Nor. Pac. R. R. Crossing	51.4			G								
					17.2	2 Nor. Pac. R. R. Spur Crossings	48.7			G								
e 8.30	s 4.28			64	17.6	CHEHALIS	48.3	CH	5 PM to 8 AM	K-P-W	s	2.55	e 11.55					
					19.7	Nor. Pac. R. R. Crossing	48.1			I								
f 8.40	f 4.35			6	21.6	JOY	44.3		No Office			f 2.43	f 11.20					
					23.8	WEST ADNA	42.1		No Office			f 2.38	f 11.05					
f 8.55	f 4.49			18	27.4	RUTH	38.5		No Office	P		f 2.29	f 10.50					
f 9.15	f 5.03			12	33.2	MAYS	32.7		No Office			f 2.15	f 10.25					
					36.3	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6	YD	5.15PM to 8AM	G W-P	s	2.08	e 10.10					
					36.4	Nor. Pac. R. R. Crossing				I								
e 9.50	s 5.16			18	37.6	Doty Lbr. Co. N. P. Spur Crossing DOTY	28.3	TY	5.30 PM to 8 AM	G P	s	2.02	e 9.50					
					41.1	Doty Lbr. & Shgl. Co. Crossing				G								
10.15	f 5.36			25	46.8	Raymond Lumber Co. Crossing DAVIS	19.1		No Office	G		f 1.40	9.10					
10.25	f 5.42			25	48.2	BURT	17.7	BU	5PM to 8AM			f 1.34	9.00					
10.35	f 5.46			58	49.1	BEDFORD	16.8		No Office	W-P		f 1.30	8.55					
10.40	f 5.50				50.9	BUSH	15.0		No Office			f 1.26	8.50					
10.45	5.54			13	51.3	MACPHAIL	14.6		No Office			1.24	8.45					
11.10	s 6.03			25	54.6	SUTICO	11.3	CO	6 PM to 8 AM	P	s	1.15	8.25					
11.25	f 6.09			26	56.2	FIRDALE	9.7		No Office	W-P		f 1.09	8.10					
11.45	f 6.18				59.4	MOOSE	6.5		No Office			f 1.00	7.55					
12.01PM	f 6.24			6	62.1	LANDING	3.8		No Office			f 12.54	7.45					
12.10	f 6.27			10	63.1	WILLAPA	2.8		No Office			f 12.51	7.40					
12.15	f 6.31			37	64.5	SUNSET DUMP	1.4		No Office	P		f 12.48	7.35					
A 12.45PM	A 6.35PM			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	12.45PM	L 7.30AM					
5.45	2.45					Schedule Time						2.50	6.10					
11.4	23.9					Average Speed Per Hour						23.2	10.7					

Trains cannot meet and pass at Foran, Ruth, Davis, Moose or Bush.  
No. 217-218 stop on flag at Shepard 3.6 miles West Maytown at Elk Creek Spur  
1/4 miles east of Burt.  
Nos. 261-262 will carry passengers between Doty and Maytown.  
All trains must make regular crossing stop before crossing Maytown Lumber Co.'s Railroad 1 1/4 miles west of Maytown.

**SPECIAL RULES**  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, 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		MAXIMUM SPEED PERMISSIBLE		Freight Trains	
Between Maytown and MacPhail	35 M. P. H.	Between Maytown and MacPhail	18 M. P. H.	Between MacPhail and Firdale	15 M. P. H.
Between MacPhail and Firdale	25 M. P. H.	Between Firdale and Raymond	35 M. P. H.	Between Firdale and Raymond	20 M. P. H.

See other speed restrictions on page 14.



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

Rule 19-A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight and work trains is hereby withdrawn, and the display of red light in the cupola of caboose will be discontinued.

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	Elliott 3037
Dr. W. F. Hoffman	Oculist	Seattle, Wash.	Elliott 2454	Beacon 3539
Dr. Wm. C. Speidel	Local Surgeon	Seattle, Wash.	Main 9404	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. W. 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. James A. Durrant	" "	Monroe, Wash.	Get through Monroe General Hospital	
Dr. E. A. Stafford	" "	Snohomish, Wash.	1173	1173
Dr. F. H. Hedges	" "	Everett, Wash.	Main 764	Main 765
Dr. H. G. 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 1989
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. C. E. Wiseman	" "	Eatonville, Wash.	414	
Dr. G. H. Smith	" "	Ashford, Wash.	Get through Operator National	
Dr. J. Wilson Dryborough	" "	Mineral, Wash.	Get through Operator Mineral	
Dr. A. P. Hughes	" "	Morton, Wash.	Get through Operator Morton	
Dr. G. T. Pool	" "	Rainier, Wash.	25	25
Dr. J. H. Fritz	" "	Montesano, Wash.	160	160 R
Dr. Frank A. Plum	" "	Cosmopolis, Wash.		
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. Petit	" "	Chehalis, Wash.	187 W	187 R
Dr. E. W. Stevens	" "	Doty, Wash.	No Telephone	
Dr. A. L. MacLennan	" "	Raymond, Wash.	94	95
Dr. S. P. Rich	" "	McKenna, Wash.	Get through McKenna Lbr. Co.	
Dr S. Max	" "	Snoqualmie, Wash.	431	431

**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.

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.

All trains will reduce speed to 15 miles per hour approaching the highway crossing about two miles west of Rainier. Highway crossing whistle signals should be drawn out long, and should extend from the whistling post to the crossing.

**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 fifteen 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 fifteen (15) miles per hour over bridge GG-76 Nisqually River.

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

\*P. S. E. bridges at Electron depot on Electron Line are not safe for our power. Train and Enginemen will be governed accordingly.

**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.

**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.
Tanestum.....Industry.....	2.6 miles west of Thorp.
Benson.....Industry.....	5.5 miles west of Horlick.

**Hanford Line**

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

Bruff Spur.....Logs.....	3.0 miles east of Whittier.
Anacortes Logging Co. Logs.....	At Upper Ragnar Pit
Miller & Dunn.....Logs.....	0.75 mile west of Whittier
Meadow Creek.....U. S. R. S. 770 ft.	2.5 miles east of Whittier.
Kittitas Lbr. Co.....Logs.....	2.9 miles east of Whittier

**Everett Line**

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.
Tokul Creek.....Wood.....		1 1/2 miles west of Tokul
Galvera.....Logs.....		1 1/2 miles west of Fall City
Horrocks.....Industry.....	120 ft.	2.0 miles east of Carnation.
Security.....Logs.....		1.6 mile east of Carnation.
Lazurus Spur.....Logs.....		at Carnation
Ajax.....Industry.....	351 ft.	1.0 mile west of Carnation
Markel Lbr. & Shg Co. Lumber.....		High Rock.
Stuart.....Industry.....	570 ft.	0.8 miles west of Stillwater.
Novelty.....Industry.....	500 ft.	2.4 miles east Duval.
County Poor Farm Spur Industry.....	379 ft.	1.0 miles east of Monroe.

**Enumclaw Line**

Durham Coal Co.....Coal.....	310 ft.	2.5 miles west of Selleck.
Bayno Mine Track.....Coal.....	3500 ft.	0.7 miles west of Bayno.
Cumberland.....Industry.....	150 ft.	Cumberland.
Staburg.....Mill.....		1.0 mile west of Durham

**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.
Orellia.....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 Offat Lake.
Dea Chutes.....Mill.....	0.5 miles west of Gregory.
Beaver Creek.....Mill.....	2.0 miles east of Maytown.
Bordeaux.....Mill.....	at Mumby.
Ninemire & Morgan.....Mill.....	at Helsing Jct.
Nat'l Lbr. & Mfg. Co. Logs.....	1/2 mile west of Balch
Damon.....Logs.....	1/2 mile west of South Elma
Nat. Lbr. & Mfg. Co. Logs.....	at Cedarville.

**National Park Line**

Harvard.....Mill.....	1.3 miles west of Hillsdale.
Fern Hill Lbr. Co.....Lbr.....	at Harvard
Kirby.....Wood.....	0.6 mile east of Harding.
Electron.....Industry.....	0.3 mile west of Kapowsin.
Dougherty.....Logs.....	1.0 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.
Marine Lbr. Co.....Mill.....	0.44 miles east of Eatonville
Lynch Creek.....Gravel.....	1.8 miles east 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.....Mine.....	off wyo at East Creek Jct.
Carlson.....Mill.....	1.3 miles west of East Creek Jct.
Cambridge.....Logs.....	0.5 miles west of Carlson.
Divido.....Coal.....	4.0 miles west of East Creek Jct.
Pankey.....Logs.....	3.0 miles west of East Creek Jct.
Millsborg.....Mill.....	2.9 miles west of East Creek Jct.
Storm King.....Mill.....	5.0 miles west of East Creek Jct.
Tilton River Logging Co. Logs.....	0.5 mile west of Cowlitz Jct.
Hewitt & Lyle.....Logs.....	2 miles west of Cowlitz Jct.
Horns.....Logs.....	2.1 miles west of Cowlitz Jct.
Keone Spur.....Lbr.....	2.6 miles west of Cowlitz Jct.
Inland.....Logs.....	3.7 miles west of Cowlitz Jct.
Reeds.....Logs.....	1.2 miles west of Lindberg.

**Willapa Harbor Line**

Shepard.....Industry.....	3.6 miles west of Maytown.
Tebb.....Mill.....	2.5 miles east of Central a.
Framald.....Logs.....	1 1/2 mile west of Ruth
Swam Ck S. S. T. Co. Logs.....	1.0 mile east of Davis
S. S. T. Co. No. 52.....Logs.....	200 feet east of Burt
Elk Creek.....Logs.....	1/2 miles east of Burt
S. S. T. Co. No. 3.....Logs.....	500 feet west of Bush

**WATCH INSPECTORS**

Cle Elum,	M. W. Davies
Tacoma,	Vaeth & Son, 956 Pacific Ave.
Hoquiam,	Fred. Straub
Everett,	H. Mayer, 1416 Hewitt Ave.
Seattle,	W. W. Houghton, 215 Yesler Way
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 8:30PM to 10:30PM
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 4:00PM 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.....	9:00AM to 10:00AM and 2:00PM to 6:00PM
Frederickson.....	Continuous.
Kapowin.....	8:45AM to 10:45AM and 3:45PM to 5:45PM
Eatonville.....	8:30AM to 10:30AM and 4:15PM to 6:15PM
Alder.....	8:00AM to 10:00AM and 4:45PM to 6:45PM
Elbo.....	7:30AM to 9:30AM and 5:00PM to 7:00PM
Mineral.....	7:00AM to 9:00AM and 5:30PM to 7:30PM
Morton.....	6:30AM to 8:30AM
Ashford.....	7:30AM to 9:30PM and 5:15PM to 7:15PM
Centralia.....	2:30PM to 4:30PM
Chehalis.....	2:30PM to 4:30PM
Doty.....	1:45PM to 5:15PM
Burt.....	12:30PM to 2:30PM and 4:30PM to 6:30PM
Sutco.....	12:15PM to 2:15PM and 4:30PM to 6:30PM
Othello.....	Continuous.
Duval.....	Continuous.
Boylston.....	6:00AM to 3:00PM
Kittitas.....	Continuous.
Ellensburg.....	1:00PM to 5:00PM
Thorp.....	Closed.
Dryad.....	2:00PM to 5:15PM
Raymond.....	11:00AM to 1:00PM and 5:30PM to 7:30PM

All Offices between Beverly Jct. and Hanford Closed.

- G. M. HAYDEN**  
Chief Dispatcher.
- S. C. WHITTEMORE**  
Asst. Chief Dispatcher.
- J. S. ECCLES,**  
Assistant Trainmaster.
- F. BUCHANAN,**  
Travelling Engr. and Asst. Trainmaster
- W. H. WINGATE,**  
Trainmaster.
- E. L. CLEVELAND,**  
Asst. Superintendent.

- E. G. FOWLER,**
- K. N. ELDRIDGE,**
- W. A. ALLEN,**
- H. E. PETERSON**
- W. A. MONROE**
- J. N. MITCHELL,**
- C. G. BLEICHNER**
- J. R. WEATHERLY**
- C. A. NUMMERDOR**  
Train Dispatchers.

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







Following two messages pasted into MILW Timetable Number 18  
on page 7, Beverly and Hanford Subdivision (Note effective Dates)

C O P Y

to k x

Tacoma Nov 13, 1924 410 PM

DB  
AM  
FW Seattle

Beginning Monday Nov 17th we will reduce the train service on  
Hanford Line between Beverly and Hanford to tri-weekly making  
round trip on Mondays Wednesdays and Fridays...A-24

D E R

439 PM

C O P Y

to k x

Nov 26th. 1115 AM

Tacoma Nov 13, 1924 410 PM

COB JLB.....Chgo  
NAM WLE  
REW HAW....."

Begin Cancel former message Hanford line trains will make round trip on  
Hanford present schedule Mondays Wednesdays Fridays and Saturdays four  
round days per week instead of three...joint JLB WLE HAW....AB-1289

N A M

439 PM



Following Message pasted into MILW Timetable  
Number 18 on page 9, Tacoma and Morton Subdivision

Tacoma Apr 6th, 1925 f 1045AM

NAM  
FNH  
AGENT  
CONDRD AND ENGRS BULLETIN BOARD SEATTLE

Effective after today daily way freight service trains 193 and 194 discontinued and tri-weekly service established on Grays Harbor way freight N<sup>O</sup>. 193 to leave Tacoma Mondays, Wednesdays and Fridays and No. 194 to leave Independence Tuesdays, Thursdays and Saturdays. Pls notify all concerned H-354.

Following Message Pasted into MILW Timetable  
Number 18 on Page 10, Frederickson & Hoquiam Subdivision

SEATTLE- March 3rd, 1925

File A-3 - 1922 - 1

SUBJECT: Daily way freight  
service.

Messrs-

H. B. Earling  
C. O. Bradshaw  
F. N. Hicks  
F. J. Galkins

Beginning today March 3rd daily way freight service is re-established, excepting Sundays, on Trains Nos. 193 and 194 between Tacoma and Independence instead of the present tri-weekly service.

N A Meyer