

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

TO PUGET SOUND - ELECTRIFIED-

H. E. BYRAM, MARK W. POTTER and EDWARD J. BRUNDAGE, Receivers

COAST DIVISION

TIME TABLE No. 20

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JUNE 21, 1925

SUPERSEDING COAST DIVISION TIME TABLE NO. 19 AND ALL SUPPLEMENTS THERETO

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

D. E. ROSSITER,
Superintendent.

N. A. MEYER,
Assistant Superintendent of Transportation

J. L. BROWN,
Superintendent of Transportation

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

C. O. BRADSHAW,
General Manager.

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 20 IN EFFECT 12.01 A. M. JUNE 21st, 1925				FIRST CLASS		SECOND CLASS			
	315	263		15	17								16	18		64	74	316	
	Mixed	Time Freight		Passenger	Passenger								Passenger	Passenger		Time Freight	Time Freight	Mixed	
	Except Sunday	Daily		Daily	Daily	Passing Tracks	Other Sidings	Distance from Othello					Daily	Daily		Daily	Daily	Except Sunday	
	L 5.50 ^{AM}			L 12.15 ^{PM}	L 4.15 ^{AM}		Yard	0.0	.....OTHELLO.....	98.9	SO		B@TORWCA	A 4.35 ^{PM}	A 3.20 ^{AM}		A 3.55 ^{PM}	A 8.15 ^{AM}	
		6.20		12.22	4.22	70	10	5.5	.....5.5 ANSON.....	93.4		No Office	P	4.22	3.07		3.10	7.20	
		⁷⁴ 6.50		12.28	f 4.28	70	10	9.2	.....3.7 TAUNTON.....	89.7		No Office	P	4.15	f 3.00		2.50	²⁶³ 6.50	
		7.10		f 12.40	s 4.42	70	20	15.0	.....5.8 CORFU.....	83.9		No Office	PW	f 4.02	f 2.47		2.15	6.20	
		7.40		12.55	f 4.57	70	15	24.7	.....9.7 SMYRNA.....	74.2		No Office	P	3.44	f 2.29		1.35	5.50	
		8.00		⁶⁴ 1.06	⁷⁴ 5.08	70	20	31.2	.....6.5 JERICO.....	67.7		No Office	P	3.33	f 2.18		¹⁵ 1.06	¹⁷ 5.08	
	L ¹⁶ 3.25 ^{PM}	8.20		s 1.18	s 5.20	70	90	37.8	.....6.6 BEVERLY.....	61.1	BV		@OYBWR	s ³¹⁵ 3.22	s 2.08		12.40	4.40	A 12.25 ^{PM}
	A 3.30 ^{PM}							38.8	.....1.0 BEVERLY JCT.....	60.1		No Office	J						L 12.20 ^{PM}
		8.35		1.26	5.29	70	10	40.6	.....1.8 COHASSETT.....	58.3		No Office	P	3.14	1.59		12.25	4.25	
		8.50		1.35	f 5.40	42		44.0	.....3.4 DORIS.....	54.9		No Office	P	3.07	f 1.51		12.10 ^{PM}	4.10	
		9.10		1.50	f 5.57	70	6	49.6	.....5.6 RYE.....	49.3		No Office	PW	2.54	f 1.38		11.45	3.45	
		9.25		2.01	6.09	70	7	52.9	.....3.3 CHEVIOT.....	46.0		No Office	P	2.46	1.30		11.15	3.25	
		9.40		2.10	f 6.20	70	21	56.6	.....3.7 BOYLSTON.....	42.3		No Office	P	2.36	f 1.20		10.50	3.00	
		⁶⁴ 10.20		¹⁶ 2.22	6.32	70	10	62.1	.....5.5 RENSLOW.....	36.8		No Office	P	¹⁵ 2.22	1.06		²⁶³ 10.20	2.30	
		10.40		f 2.32	s 6.43	70	90	67.2	.....5.1 KITTITAS.....	31.7	KY		@BYWO	f 2.08	s 12.55		10.00	2.10	
		11.05		s 2.45	s 6.56	70	50	73.6	.....6.4 ELLENSBURG.....	25.3	NB	5.00PM to 8.00AM		s 1.56	s 12.43		9.35	1.40	
		11.30		2.58	f 7.10	70	20	80.5	.....6.9 THORP.....	18.4	RP	4.00PM to 7.00AM		1.43	f 12.30		9.10	1.10	
		12.10 ^{PM}		3.15	f 7.28	70	5	88.9	.....8.4 HORLICK.....	10.0		No Office	P	1.27	f 12.14 ^{AM}		8.35	12.40	
	A ¹⁶ 1.00 ^{PM}			A 3.35 ^{PM}	A ⁶⁴ 7.50 ^{AM}		Yard	98.9	.....10.0 CLE ELUM.....	0.0	CM		@TOWRB	L ²⁶³ 1.10 ^{PM}	L ⁷⁴ 11.55 ^{PM}		L ¹⁷ 8.00 ^{AM}	L ¹⁸ 12.15 ^{AM}	
	0.05	7.10		3.20	3.35				Schedule Time					3.25	3.25		7.55	8.00	0.05
	12.0	13.8		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 136-2, 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.....25 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.....25 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—WESTWARD

										SECOND CLASS				Capacity of Sidings in Cars			Time Table No. 20 IN EFFECT 12:01 A. M. JUNE 21st, 1925		FIRST CLASS				
										263	691	93	975	Passing Tracks	Other Sidings	Distance from Seattle	STATIONS						
										Time Freight Daily	O-W.R.&N. Time Freight Daily	Time Freight Except Sun.	O-W.R.&N. Way Freight Mon., Wed., Fri.				1	17	561	15	563		
														Passenger Daily	Passenger Daily	O-W.R.&N. Passenger Daily	Passenger Daily	O-W.R.&N. Passenger Daily					
												L 5.00PM				0.0	SEATTLE	L 7.30AM	L 12.05PM		L 7.15PM		
																3.4	ARGO N. P. O.-W. R. & N. Crossing						
																5.1	VAN ASSELT						
										L 11.45PM	²⁻⁵⁶² L 6.56PM	L 5.40PM	L 7.15AM	Yard	9.4	BLACK RIVER Northern Pacific Crossing	L 7.48AM	L 12.33PM	L 1.20PM	¹⁸ L 7.38PM	L 11.35PM		
										12.03AM	¹⁸ 7.15	6.00	7.40	68	112	6.9	KENT	7.58	f 12.45	1.33	7.50	11.47	
										12.20	7.30	² ⁵⁶² 6.17 6.40	7.55	E73 W85	75	5.0	AUBURN	8.05	f 12.54	⁹⁴ 1.42	7.56	11.58	
										12.31	7.44	¹⁸ 6.56	¹ ¹⁶ 8.06 8.23	84	25.9	4.6	BENROY	⁹⁷⁵ 8.11	⁹⁴ 1.01	⁹⁷⁶ 1.50	8.04	12.06AM	
										12.37	7.52	7.10	8.35	35	50	2.6	SUMNER	¹⁶ 8.19	f 1.05	s 1.55	8.08	12.14	
										12.42	7.55	7.15	8.40	79	32	1.7	NORTH PUYALLUP	8.22	f ⁹⁷⁶ 1.10	1.59	8.11	12.18	
										A 1.00AM	A 8.10PM	A 7.35PM	A 9.00AM			5.6	TACOMA JCT.	8.30	1.18	A 2.10PM	8.20	A 12.29AM	
																2.0	TACOMA	A 8.40AM	A 1.30PM		A 8.35PM		
										1.15	1.14	2.35	1.45				Schedule Time	1.10	1.25	.50	1.20	.54	
										21.1	21.4	13.9	15.1				Average Speed Per Hour	32.4	26.6	31.7	28.3	29.4	

MAXIMUM PERMISSABLE SPEED

Passenger Trains

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

Freight Trains

Between Black River and Tacoma Jct. 25 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. 20 IN EFFECT 12.01 A. M. JUNE 1st, 1925	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	SECOND CLASS										
18	2	562	16	564						692	94	976	64							
Passenger Daily	Passenger Daily	O-W.R. & N. Passenger Daily	Passenger Daily	O-W.R. & N. Passenger Daily						O-W.R. & N. Time Freight Daily	Way Freight Except Sun.	O-W.R. & N. Way Freight Tue., Thur., Sat.	Time Freight Daily							
STATIONS																				
A 8.00PM	A 7.20PM		A 9.15AM		SEATTLE	37.8														
					3.4 ARGO N. P. O.-W. R. & N. Crossing	34.4														
					1.7 VAN ASSELT	32.7														
A 7.29PM	A 6.56PM	A 6.45PM	A 8.52AM	A 6.00AM	4.3 BLACK RIVER Northern Pacific Crossing	28.4	BI		YWRIKJ	A 6.25AM	A 2.30PM	A 2.45PM	A 11.05PM							
f 7.15	6.47	6.31	8.40	5.46	6.9 KENT	21.5	K	10.00PM to 7.00AM		6.05	2.05	2.20	10.44							
f 7.05	93 6.40	93 6.22	8.31	5.36	5.0 AUBURN	16.5	BR			5.52	561 1.42	2.05	10.29							
f 6.56	6.34	6.15	975 8.23	5.28	4.6 BENROY	11.9		No Office	P	5.40	17 1.01	561 1.50	10.15							
f 6.51	6.30	6.11	1 8.19	5.23	2.6 SUMNER	9.3	UX	12.00M to 7.45AM	W	5.34	12.35PM	1.30	10.07							
f 6.47	6.27	6.07	8.16	5.20	1.7 NORTH PUYALLUP	7.6	PX	6.30PM to 8.00AM		5.30	11.05	17 1.10	10.02							
6.39	6.19	L 5.58PM	8.09	L 5.10AM	5.6 TACOMA JCT.	2.0	JN		RJ@KB	L 5.15AM	L 10.45AM	L 12.45PM	L 9.45PM							
L 6.30PM	L 6.10PM		L 8.00AM		2.0 TACOMA	0.0	TC		@RBK											
1.30	1.10	.47	1.15	.50	Schedule Time					1.10	3.45	2.00	1.20							
25.	32.4	33.7	30.2	31.6	Average Speed Per Hour					22.6	7.0	13.2	19.8							

SPECIAL RULES

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

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC CROSSING, BLACK RIVER.

All movements are governed by distant and home light signals located as follows:

For Eastward Trains:

Distant signal located...2300 feet west of tower
Home signal located.... 800 feet west of tower

For Westward Trains from Seattle:

Distant signal located ..1500 feet east of tower
Home signal located..... 800 feet east of tower

For Westward Trains from Black River Yard via Wye:

Distant signal located.....1200 feet east of tower
Home signal located..... 800 feet east of tower

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

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

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

- Trains to O.-W. R. & N. Interchange track—1 long 1 short.
- Trains Tacoma to Argo—1 long, 1 short, 1 long.
- Trains Argo to Tacoma—1 long, 1 short, 1 long.
- Trains Argo to Renton—1 long.
- Trains Renton to Argo—1 long.

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

Passenger trains will register by card at Tacoma Jct.

Automatic Block System is in use between Tacoma and Black River. See Rules 221-B 311, 362 and 505-B.

Between Black River and Seattle, Pacific Coast Railroad and O.-W. R. & N. time tables and rules govern.

No. 16 stops on signal North Puyallup, Sumner, Auburn and Kent for passengers, destined to Seattle and points east only

No. 16 stops at Sumner for express on flag.

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 train 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.

WESTWARD BETWEEN CEDAR FALLS AND EVERETT—SUBDIVISION EASTWARD

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars		Distance from Cedar Falls	Time Table No. 20 IN EFFECT 12:01 A. M. JUNE 21st, 1925	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS	THIRD CLASS								
291	215	216	292	Passing Track							Other Sidings	Passenger	Way Freight	Way Freight	Except Sun.					
Way Freight	Passenger	Passenger	Way Freight																	
Except Mon.	Daily	Daily	Except Sun.																	
L 7.00 ^{AM}	L 5.40 ^{PM}					0.0				ⓄOYZ WRB	A 10.00 ^{AM}	A 4.40 ^{PM}								
7.25	f 5.54			7		5.9	54.7	MY	No Office	K	f 9.41	3.50								
7.35	s 5.58			42	19	8.0	48.8	BE	5.00 ^{PM} to 8.00 ^{AM}	WY	s 9.36	3.40								
8.05	s 6.07			35		11.2	46.7	Q	5.00 ^{PM} to 8.00 ^{AM}		s 9.29	3.25								
8.10	f 6.11			23		12.3	43.5		No Office		f 9.24	3.00								
8.30	s 6.21			11		16.9	42.4		No Office		f 9.10	2.25								
216 8.55	s 6.35			41	20	22.3	37.8	J	No Office	W	s 8.55	1.50								
9.10	f 6.42			36	4	25.6	32.4		5.00 ^{PM} to 8.00 ^{AM}	P	f 8.46	1.30								
9.35	s 6.54			36	40	31.0	29.1	VA	No Office		s 8.35	1.05								
10.00	f 7.07			15	85	36.6	23.7		5.00 ^{PM} to 8.00 ^{AM}	P	f 8.24	12.45								
10.45	s 7.16			31	130	40.8	18.1	MO	No Office	WYK	s 8.16	12.30 ^{PM}								
						41.4	13.9		5.00 ^{PM} to 8.00 ^{AM}											
10.55	f 7.20			15	3	42.6	13.3		No Office		f 8.11	11.41								
292 11.20	s 7.31			42	30	47.7	12.1		No Office	K	f 8.00	291 11.20								
11.30	f 7.36				34	49.9	7.0	HO	4.30 ^{PM} to 7.30 ^{AM}		s 8.00	11.10								
11.45	7.43				Yard	53.1	4.8		No Office		f 7.56	10.45								
A 12.01 ^{PM}	A 7.50 ^{PM}					54.7	1.6		No Office	KZ	7.49	10.45								
							0.0	RT	11.00 ^{PM} to 7.00 ^{AM}	ⓄOBTWR	L 7.45 ^{AM}	L 10.30 ^{AM}								
5.01	2.10										2.15	6.10								
10.9	25.2										24.3	8.8								
Schedule Time																				
Average Speed Per Hour																				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

First class trains will stop on flag at Edgewick, Novelty and Cherry Valley 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										SECOND CLASS									
315					Capacity of Sidings in Cars	Time Table No. 20 IN EFFECT 12.01 A. M. JUNE 21st, 1925					Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	316				
Mixed		Except Sunday				Passing Tracks	Other Sidings	Distance from Beverly Jct.	STATIONS						Mixed		Except Sunday		
L	3:30PM									0.0BEVERLY 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			6.7	.....WHITE BLUFFS.....	7.8	WB	5:00PM to 8:00AM		s	9:55				
A	5:50PM	10	30	45.2			7.8	.....HANFORD.....	0.0	HN	5:00PM to 8:00AM	YWR	L	9:30AM				
	2:20							Schedule Time						2:50					
	19.2							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.

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

THIRD CLASS			SECOND CLASS	FIRST CLASS			Capacity of Sidings in Cars		Distance from Tacoma	Time Table No. 20 IN EFFECT 12.01 A. M. JUNE 21st, 1925				Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS			THIRD CLASS		
193	191	161	31	117	1	Passenger Trains	Other Sidings	STATIONS			32	118	2					194	192	162			
Way Freight Except Sun.	Way Freight Except Sun.	Time Freight Except Sat.	Passenger Daily	Passenger Daily	Passenger Daily			TACOMA			Passenger Daily	Passenger Daily	Passenger Daily					Way Freight Except Sun.	Way Freight Except Mon.	Time Freight Except Sun.			
L 9.30AM	L 9.00AM	L 10.30PM	L 3.00PM	L 1.40PM	L 8.45AM			0.0	TACOMA	67.2	TC		ⓅRBK	A 11.00AM	A 5.30PM	A 6.00PM	A 1.15PM	A 2.15PM	A 11.55PM				
9.50	9.20	11.00	s 3.10	f 1.52	8.55	16	65	3.1	HILLSDALE	64.1	B	6.00PM to 8.00AM		s 10.49	f 5.15	5.50	1.00	1.52	11.30				
			f 3.14	f 1.56	8.59		30	5.5	MIDLAND	61.7		No Office		f 10.45	f 5.09	5.44							
³² 10.41	9.35	¹⁶² 11.15	3.17	1.59	9.01	52		6.9	ALLISON	60.3		No Office		¹⁹³ 10.41	5.05	5.42	12.45	1.20	¹⁶¹ 11.15				
A 11.00AM	³² 10.37	A 11.35PM	s 3.25	Af 2.07PM	9.08	40	90	11.2	FREDERICKSON	56.0	SJ		YR WYME	s 10.37	Lf 4.57PM	5.36	L 12.30PM	1.00	L 10.55PM				
	10.45		f 3.28		9.10	32		12.8	BERKELEY	54.4		No Office		f 10.31		5.34			12.40				
	11.00		f 3.32		9.14		5	15.0	HARDING	52.2		No Office		f 10.27		5.31			12.30				
	11.10		s 3.35				7	15.9	GRAHAM	51.3		No Office		s 10.24					12.27				
	11.20		f 3.39		9.19	19	5	17.4	THRIFT	49.8		No Office		f 10.21		5.26			12.22				
	11 40		f 3.45		9.25		35	21.1	TANWAX JCT.	46.1		No Office	Y	f 10.15		5.20			12.10				
	¹⁹² 12.01PM		s 3.49		9.29	21	75	23.0	KAPOWSIN	44.2	K	5.00PM to 8.00AM	WO	s 10.11		5.16			¹⁹¹ 12.01PM				
			f 3.55				2	26.3	HOLZ	40.9		No Office		f 10.03									
	12.25		f 4.00				8	28.3	CLAY CITY	38.9		No Office		f 9.58					10.50				
	12.55		s 4.10		³²⁻¹⁹² 9.48	21	30	32.6	EATONVILLE	34.6	V	5.00PM to 8.00AM	W	s 9.48		4.58		¹ 10.35 ³² 9.35					
	1.15		s 4.17		9.56	19		36.6	LA GRANDE	30.6		No Office		s 9.40		4.51			9.15				
	1.40		s 4.35		10.12	32	40	41.2	ALDER	26.0	AD	5.00PM to 8.00AM		s 9.27		³¹ 4.35			8.40				
	1.55		s 4.45		10.16	48		43.3	RELiance	23.9	RA	5.00PM to 8.00AM		s 9.21		4.29			8.30				
	2.10		f 4.51		10.21	25	15	46.2	WILLIAMSON	21.0		No Office		f 9.14		4.23			8.10				
	2.25		s 4.56		10.23	24	30	47.2	ELBE	20.0	H	5.00PM to 8.00AM	W	s 9.08		4.20			8.00				
	2.40		s 5.03 s 5.47		A 10.28AM			49.6	PARK JCT.	17.6		No Office	RYJ	s 9.04 s 8.22		L 4.14PM			6.50				
	A 3.00PM		s 5.59			35	126	53.7	MINERAL	13.5	D	10.00PM to 7.30AM	WORB	s 8.10				L 6.30AM					
			f 6.03					54.4	EAST CREEK JCT.	12.8		No Office	Y	f 8.04									
								56.1	CARLSON LBR. CO. CROSSING	11.1		No Office											
								59.4	HARDY LBR. CO. CROSSING	7.8		No Office											
			f 6.17				14	59.6	COWLITZ JCT.	7.6		No Office		f 7.53									
			f 6.29				50	63.8	EAST FORKS	3.4		No Office	W 1 MI E	f 7.40									
			f 6.36				15	64.8	COAL CANYON	2.4		No Office		f 7.36									
			A 6.50PM				25	67.2	MORTON	0.0	MO	3.30PM to 6.30AM	YR	L 7.30AM									
1.30	6.00	1.05	3.50	.27	1.43				Schedule Time					3.30	.33	1.46	.45	7.45	1.00				
7.5	8.9	10.3	20.1	24.9	28.9				Average Speed Per Hour					22.0	20.4	28.0	14.9	6.9	11.2				

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 1 IS SUPERIOR TO No. 32.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains

Between Tacoma and Tanwax Jct.40 M. P. H.
Between Tanwax Jct. and Eatonville.....35 M. P. H.
Between Eatonville and Morton.....30 M. P. H.

Freight Trains

Between Tacoma and Morton.....20 M. P. H.
See other speed restrictions on page 14.

Double track in use between Tacoma Jct. and Tide Flats.

Trains 31 and 32 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		Time Table No. 20 IN EFFECT 12:01 A. M. JUNE 21st, 1925						FIRST CLASS		THIRD CLASS				
195	193	161	117				STATIONS	Distance from Fredrickson	Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	118	194	162				
Way Freight Except Sun.	Way Freight Except Sun.	Time Freight Except Sat.	Passenger Daily	Passing Tracks	Other Sidings								Passenger Daily	Way Freight Except Sun.	Freight Except Sun.				
	L 11.15 ^{AM}	L 11.35 ^{PM}	Lf 2.07 ^{PM}		90	0.0	FREDERICKSON	97.1	SJ			YR	As 4.57 ^{PM}	A 12.25 ^{PM}	A 10.55 ^{PM}				
	11.30	11.45	f 2.14		12	3.5	3.5 LOVELAND	93.6		No Office		f 4.47	12.10 ^{PM}	10.43					
	194 11.50	11.55	f 2.22	48	2	8.1	4.6 GREENDALE	89.0		No Office		W f 4.36	193 11.50	10.28					
			f 2.27			11.0	2.9 ROY	86.1		No Office		f 4.28							
	12.30 ^{PM}	12.15 ^{AM}	s 2.37	41	50	15.8	4.8 McKENNA	81.3	MC	4.30 ^{PM} to 7.15 ^{AM}		Y s 4.17	11.15	10.00					
	1.15	12.40	s 2.52	42		23.5	7.7 RAINIER	73.9	RN	5.00 ^{PM} to 8.00 ^{AM}		s 3.59	10.20	9.32					
	1.50	1.05	f 3.07	39		31.1	7.6 OFFUTT LAKE	66.0		No Office		W f 3.41	9.45	9.05					
L 7.00 ^{AM}	A 2.20 ^{PM}	1.50	s 3.25	36	60	37.2	6.1 MAYTOWN	59.9	MT	5.00 ^{PM} to 8.00 ^{AM}		⊕-W-B-J-O RYP s 3.25	117 9.15	8.42					
	7.15	2.01	f 3.34	26	20	41.2	4.0 MUMBY	55.9		No Office		f 3.10	8.50	8.27					
	7.35	2.20	s 3.45		7	46.6	5.4 ROCHESTER N. P. Crossing	50.5	RH	5.00 ^{PM} to 8.00 ^{AM}		s 3.00	8.25	8.07					
A 194 7.45 ^{AM}		A 2.43 ^{AM}	As 3.50 ^{PM}			48.6	2.0 HELISING JCT.	48.5		No Office		R K J Ls 2.55 ^{PM}	195 L 8.15 ^{AM}	L 8.00 ^{PM}					
						50.1	1.5 INDEPENDENCE	47.0											
						54.7	4.6 BALCH	42.4											
						58.6	3.9 CEDARVILLE	38.5											
						62.9	4.3 LANKNER	34.2											
						65.2	2.3 RONY	31.9											
						67.3	2.1 SAGINAW	29.8											
						68.9	1.6 SOUTH ELMA	28.2											
						72.7	3.8 FULLER	24.4											
						78.9	6.2 SOUTH MONTESANO	18.2											
						80.4	1.5 MONTESANO	16.7											
						83.3	2.9 MELBOURNE	13.8											
						86.4	3.1 PREACHERS SLOUGH	10.7											
						89.5	3.1 NORTH RIVER JCT.	7.6											
						90.7	1.2 COSMOPOLIS	6.4											
						92.6	1.9 SOUTH ABERDEEN	4.5											
						93.6	1.0 ABERDEEN	3.5											
		A 6.00 ^{AM}	A 6.00 ^{PM}			97.1	3.5 HOQUIAM	0.0				WTYCO RBK L 12.50 ^{PM}	L 5.00 ^{PM}						
	0.45	3.05	6.25				Schedule Time					4.07	4.10	5.55					
	15.2	12.0	15.1				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 Helising Jct. 40 M. P. H.

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

Between Helising 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 Helising 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 order signal at Fredrickson governs trains on Tacoma & Morton sub-division and Fredrickson & Hoquiam sub-division.

FIRST CLASS			Capacity of Sidings in Cars	Distance from Park Jct.	Time Table No. 20 IN EFFECT 12:01 A. M. JUNE 21st, 1925			Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		
31	1	33			32	2	34							
Passenger	Passenger	Passenger	Passing Tracks	Other Sidings	STATIONS	Passenger	Passenger	Passenger						
Daily	Daily	Daily				Daily	Daily	Daily						
L 5.03PM	L 10.28AM	L 8.22AM	10	0.0	PARK JCT.	5.5	No Office	PYR	As 9.04AM	A 4.14PM	A 5.47PM			
f 5.06	10.32	f 8.26	21	1.3	1.3 HICKEY	4.2	No Office		f 9.00	4.11	5.41			
f 5.12	10.38	f 8.31	17	3.5	2.2 NATIONAL	2.0	No Office		f 8.55	4.06	5.36			
f 5.16	10.41	f 8.35	60	4.5	1.0 CAMP 17	1.0	No Office		f 8.51	4.03	5.32			
As 5.20PM	A 10.45AM	As 8.40AM	16	5.5	1.0 ASHFORD	0.0	F	5.00PM to 8.00AM	R	L 8.45AM	L 4.00PM	L 5.25PM		
.17	.17	.18			Schedule Time				.19	.14	.22			
19.4	19.4	18.3			Average Speed Per Hour				17.3	23.5	15.0			

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 Jet.
 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.
 All trains operating over highway crossing on Wye track at Ashford must be preceded by a flagman.

MAXIMUM SPEED PERMISSIBLE

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

SYMBOLS

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

TONNAGE RATING

CLASS OF POWER	EASTWARD							
	TACOMA TO BLACK RIVER	BLACK RIVER TO CEDAR FALLS	CEDAR FALLS TO HYAK	HYAK TO KITTITAS	KITTITAS TO BOYLSTON	BOYLSTON TO BEVERLY	BEVERLY TO OTHELLO	THROUGH EFFICIENCY RATING
K-1	2500	950	500	3000	550	2200	2200	2030
N-1 & 2	5000	2200	1100	5000	1150	3000	3000	3445
E. F.	5000	3000	1400	5000	1500	3000	5000	3972
CLASS OF POWER	WESTWARD							
	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 lag 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 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. 20 IN EFFECT 12:01 A. M. JUNE 21st, 1925				Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 11	FIRST CLASS		THIRD CLASS	
261		217		Passing Tracks	Other Sidings		STATIONS								218		262	
Way Freight	Except Sun.	Passenger	Daily													Passenger	Way Freight	Daily	Except Sun.
L 7.00 ^M		L 3.30 ^{PM}				45	0.0	MAYTOWN		65.9	MT	5 PM to 8 AM	W-B-J O-R-Y-P	A 2.17 3.15 ^{PM}	A 1.40 ^{PM}			
							1.5	Maytown Lbr. Co. Crossing		64.4			G					
f 7.20		f 3.44		68			7.3	ESSEX		58.6		No Office		f 2.59	f 1.05			
							10.7	Ford's Prairie Coal Co. Crossing		55.2		No Office	G	f 2.52	f 12.50			
							12.5	N. P. and O. W. R. & N. R. R. Crossing		53.3			I					
							13.9	BLAKESLEY JCT.		52.0	CN	5 PM to 8 AM	Z-P	s 2.45	s 12.35 ^{PM}			
							14.4	CENTRALIA		51.4			G					
							17.2	Nor. Pac. R. R. Crossing		48.7			G					
							17.6	2 Nor. Pac. R. R. Spur Crossings		48.3	CH	5 PM to 8 AM	K-P-W	s 2.35	s 11.55			
s 8.30		s 4.05		64	100		19.7	CHEHALIS		48.1			I					
							21.6	Nor. Pac. R. R. Crossing		44.3		No Office		f 2.23	f 11.20			
f 8.40		f 4.13		6			23.8	JOY		42.1		No Office		f 2.18	f 11.05			
							27.4	WEST ADNA		38.5		No Office	P	f 2.09	f 10.50			
							32.2	RUTH		32.7		No Office		f 1.55	f 10.25			
							36.3	MAYS		29.6	YD	5.15 PM to 8 AM	G W-P	s 1.48	s 10.10			
							36.4	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing		28.3	TY	5.30 PM to 8 AM	G P	s 1.42	s 9.50			
							41.1	DRYAD					I					
							46.8	Nor. Pac. R. R. Crossing		19.1		No Office	G	f 1.20	9.10			
							49.2	Doty Lbr. Co. N. P. Spur Crossing		17.7	BU	5 PM to 8 AM		f 1.14	9.00			
							49.1	DOTY		16.8		No Office	W	1.10	8.55			
							51.3	Doty Lbr. & Shgl. Co. Crossing		14.6		No Office		1.04	8.45			
							54.6	RAYMOND LUMBER CO. CROSSING		11.3	CO	6 PM to 8 AM	P	s 12.55	8.25			
							56.2	DAVIS		9.7		No Office	W-P	f 12.49	8.10			
							59.4	BURT		6.5		No Office		f 12.40	7.55			
							62.1	MOOSE		3.8		No Office		f 12.34	7.45			
							63.1	LANDING		2.8		No Office		f 12.31	7.40			
							64.5	WILLAPA		1.4		No Office	P	f 12.28	7.35			
							65.9	SUNSET DUMP		0.0	RD	6.45 PM to 8 AM	W-K-B R-O-Y	L 12.25 ^{PM}	L 7.30 ^{AM}			
								RAYMOND										
								Nor. Pac. R. R. Spur Crossing										
								Schedule Time						2.50	6.10			
								Average Speed Per Hour						23.2	10.7			

Trains cannot meet and pass at Foran, Ruth, Davis, Moose.
 No. 217-218 stop on flag at Shepard 3.6 miles West of Maytown, Elk Creek Spur
 1/4 miles east of Burt, Swam Creek 1 mile East of Davis.
 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

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.....	18 M. P. H.
Between MacPhail and Firdale.....	15 M. P. H.
Between Firdale and Raymond.....	20 M. P. H.

See other speed restrictions on page 14.

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

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 form 2697, revised and approved January, 1923.

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 32 and 93.

4. A brake pipe test as per Rules 36 and 101 must be made when the train has been parted for any reason except at points where outgoing air brake test Rules 32 and 93 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 37.

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 83.

6. Before commencing descent of grade from Hillsdale to Tacoma, outgoing air brake test, Rules 32 and 93, 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 111. 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 84 (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 84 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 86.

12. Before starting back up movement on mountain grade with helper in train, the brake pipe test, Rules 36 and 101 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 103 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 36 and 101.

16. Rule 108, 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 ten 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 ten 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 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. Spedel	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. McKnight	" "	Cle Elum, Wash.	1141	411
Dr. W. A. Taylor	" "	Ellensburg, Wash.	Main 60	Main 160
Dr. W. C. Hills	" "	White Bluffs	62	
Dr. W. F. Morrison	" "	Hanford, Wash.	No Telephone	Planters Hotel
Dr. F. J. Shadd	" "	Othello, Wash.	No Telephone	
Dr. Minard Allison	" "	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. Davles	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. B. J. Gilshannon	" "	Sumner, Wash.	72	5 J
Dr. E. 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. A. W. Schulz	" "	Mineral, Wash.	Get through Operator Mineral	
Dr. J. F. Alton	" "	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.
- 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.

Eastward 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.

Westward 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

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.
Woldale.....Industry.....	3.6 miles west of Ellensburg.
Tanquam.....Industry.....	2.6 miles west of Thorp.
Benson.....Industry.....	5.5 miles west of Horlick.

Hanford Line

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

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 Whitler
Meadow Creek.....U. S. R. S.....	770 ft. 2.5 miles west 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
Galvers.....Logs.....	1 1/2 miles west of Fall City
Horrocks.....Industry.....	500 ft. 2.0 miles east of Carnation.
Cherry Valley.....Logs.....	5000 ft. 1.5 mile east of Carnation.
Lazarus Spur.....Logs.....	Carnation
Ajax.....Industry.....	351 ft. 1.0 mile west of Carnation
Marked Lbr. & Shg Co. Lumber.....	High Rock
Stuart.....Industry.....	570 ft. 0.8 miles west of Stillwater.
Novelty.....Industry.....	500 ft. 2.4 miles east Duvall.
County Poor Farm Spur Industry.....	379 ft. 1.0 miles west of Monroe.

Enumclaw Line

Durham Coal Co.....Coal.....	310 ft. 2.5 miles west of Selleck.
Bayne Mine Track.....Coal.....	3500 ft. 0.7 miles west of Bayne.
Kanasket.....Mill.....	1.0 mile west of Durham
Naco.....Coal.....	516 ft. 1/2 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.
Orillia.....Industry.....	300 ft. 2.5 miles west of Black River.
Holstein.....Industry.....	491 ft. 1.2 miles west of Black River.

Grays Harbor Line

Haakins.....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 Offutt Lake.
Dea Chutes.....Mill.....	0.5 miles west of Gregory.
Beaver Creek.....Mill.....	2.0 miles east of Maytown.
Bordeaux.....Mill.....	Mumby.
Ninemire & Morgan.....Mill.....	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.....	Cedarville.

National Park Line

Harvard.....Mill.....	1.3 miles west of Hillsdale.
Fern Hill Lbr. Co. Lbr.....	Harvard
Kirby.....Wood.....	0.6 mile east of Harding.
Electron.....Industry.....	0.3 mile west of Kapowain.
Dougherty.....Logs.....	1.0 mile west of Kapowain
Tilloum 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.
LeRoy Timber Co. Mill.....	1 mile east of Alder.
Rock Quarry.....Industry.....	3.3 miles west of LaGranda.
Flynn.....Logs.....	2.0 miles east of Mineral.
G. G. Hardy.....Logs.....	1 1/2 miles east of Mineral.
Mountain Camp.....Mine.....	off wye at East Creek Jct.
Cambridge.....Logs.....	0.5 miles west of Carlson.
Divide.....Coal.....	4.0 miles west of East Creek Jct.
Carlson Lbr. Co. Logs.....	3.0 miles east of East Creek Jct.
Millberg.....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.
Inland.....Logs.....	3.7 miles west of Cowlitz Jct.
Everitt Fisher Coal Co. Coal.....	1/4 mile west of Lindberg.

Willapa Harbor Line

Shepard.....Industry.....	3.6 miles west of Maytown.
Tebb.....Mill.....	2.5 miles east of Centralia.
Framald.....Logs.....	1 1/2 mile west of Ruth
Swem Ck. S. S. T. Co. Logs.....	1.0 mile east of Davis
Elk Creek.....Logs.....	1/4 miles east of Burt

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

Othello.....	Continuous.
Beverly.....	Continuous.
Kittitas.....	Continuous.
Ellensburg.....	1.00PM to 5.00PM
Cle Elum.....	Continuous.
Hyak.....	Continuous.
Cedar Falls.....	Continuous.
Maple Valley.....	Continuous.
Black River.....	Continuous.
Kent.....	7.30AM to 9.30AM, 12.15PM to 2.15PM, 6.15PM to 8.15PM
Auburn.....	Continuous.
Sumner.....	7.00AM to 9.00AM, 12.30PM to 2.30PM, 5.30PM to 7.30PM
North Puyallup.....	12.30PM to 2.30PM and 5.30PM to 7.30PM
Tacoma Junction.....	Continuous.
North Bend.....	8.00AM to 10.00AM
Snoqualmie Falls.....	7.45AM to 9.45AM
Carnation.....	8.00AM to 10.00AM
Duvall.....	8.00AM to 10.00AM
Monroe.....	7.45AM to 9.45AM and 6.45PM to 7.45PM
Snohomish.....	7.30AM to 8.30AM
Everett.....	7.00AM to 9.00AM and 7.15PM to 9.15PM

SUNDAY HOURS

Tacoma.....	Continuous.
Hillsdale.....	9.00AM to 11.00AM and 1.00PM to 6.00PM
Frederickson.....	Continuous.
Kapowain.....	9.00AM to 10.30AM and 3.15PM to 5.30PM
Eatonville.....	9.15AM to 10.15AM and 3.45PM to 5.45PM
Alder.....	9.00AM to 10.30AM and 3.45PM to 5.00PM
Elho.....	8.30AM to 10.30AM and 3.45PM to 5.45PM
Mineral.....	6.30AM to 8.30AM and 5.30PM to 7.30PM
Morton.....	6.30AM to 8.30AM
Ashford.....	8.00AM to 11.00AM and 3.30PM to 6.30PM
McKenna.....	2.15PM to 4.30PM
Rainier.....	2.30PM to 4.30PM
Maytown.....	2.45PM to 4.45PM
Rochester.....	2.30PM to 4.30PM
Centralia.....	2.15PM to 4.15PM
Chehalis.....	2.00PM to 4.15PM
Dryad.....	1.15PM to 5.00PM
Doty.....	1.00PM to 5.00PM
Burt.....	1.00PM to 5.30PM
Sutico.....	12.30PM to 1.30PM and 5.00PM to 6.00PM
Raymond.....	11.30AM to 1.30PM and 5.00PM to 7.00PM

G. M. HAYDEN
Chief Dispatcher.

S. C. WHITTEMORE
Asst. Chief Dispatcher.

J. S. ECCLES,
Assistant Trainmaster.

F. BUCHANAN,
Traveling Engr. and Asst. Trainmaster

W. E. CUMMINS,
Trainmaster.

E. L. CLEVELAND,
Asst. Superintendent.

E. G. FOWLER,

K. N. ELDRIDGE,

W. H. WINGATE,

W. A. ALLEN,

H. E. PETERSON

W. A. MONROE

J. N. MITCHELL,

C. G. BLEICHNER

J. R. WEATHERLY
Train Dispatchers.

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

