

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. 24

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

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, AUGUST 1, 1926

Superseding Time Table No. 23

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

D. E. ROSSITER,
Superintendent.

N. A. MEYER,
Assistant Superintendent of Transportation

C. O. BRADSHAW,
General Manager.

J. L. BROWN,
Superintendent of Transportation

6
500
705

40
405
145

										SECOND CLASS				Capacity of Sidings in Cars			Time Table No. 24 IN EFFECT 12:01 A. M. AUG. 1st, 1926	FIRST CLASS					
										263	691	93	975			Distances from Seattle		STATIONS	1	17	561	15	563
										Time Freight	O-W.R.&N. Time Freight	Time Freight	O-W.R.&N. Way Freight	Sidings	Other Tracks				Passenger	Passenger	O-W.R.&N. Passenger	Passenger	O-W.R.&N. Passenger
										Daily	Daily	Except Sun.	Mon., Wed., Fri.			Daily	Daily	Daily	Daily	Daily			
												L 5.00PM				0.0	SEATTLE	L 7.30AM	L 8.00AM		L 7.15PM		
																3.4	ARGO N. P. O.-W. R. & N. Crossing						
																5.1	VAN ASSELT						
										L 11.45PM	L 6.56PM	L 5.40PM	L 7.15AM	Yard	9.4	BLACK RIVER Northern Pacific Crossing	L 7.48AM	Lf 8.26AM	L 1.20PM	L 7.30PM	L 11.35PM		
										12.03AM	18 7.25	6.07	7.40	68	112	6.9 KENT	7.58	f 8.40	1.33	7.53	11.47		
										12.20	2 7.46	5.62 6.22	7.55	E73 W85	75	5.0 AUBURN	8.05	f 8.49	91 1.42	8.01	11.58		
										12.31	7.56	6.34	1 8.06 16 8.23	84	4.6 BENROY	8.11	8.55	976 1.50	8.10	12.06AM			
										12.37	8.03	6.44	8.35	35	2.5 SUMNER	16 8.19	f 8.59	s 1.55	8.14	12.14			
										12.42	8.06	18 7.00	8.40	79	1.7 NORTH PUYALLUP	8.22	f 9.02	1.59	8.18	12.18			
										A 1.00AM	A 8.18PM	A 7.20PM	A 8.55AM		5.5 TACOMA JCT.	8.30	9.11	A 2.10PM	8.28	A 12.29AM			
															2.0 TACOMA	A 8.40AM	A 9.20AM		A 8.35PM				
										1.15	1.22	2.20	1.40		Schedule Time	1.10	1.20	.50	1.20	.54			
										21.0	19.3	15.3	15.1		Average Speed Per Hour	32.2	28.2	31.5	28.2	29.2			

MAXIMUM PERMISSIBLE SPEED

Passenger Trains

Between Black River and Tacoma Jct. 50 M. P. H.
Between Tacoma Jct. and Tacoma 20 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.

No. 1 will stop on Flag at Kent, Auburn and Sumner, for revenue passengers destined Ashford, but will not handle baggage or express.

DRAW BRIDGES

FF-324, located on track leading to St. Paul & Tacoma Lumber Co. Mill in Tide Flat Yards at Tacoma.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Holstein.....1.2 miles west of Black River
Hughes.....1.4 miles west North Puyallup
Inter County.....0.3 mile east of Benroy
O'Brien.....2.3 miles east of Kent
Orillia.....2.5 miles west of Black River
Thomas.....1.7 miles west of Kent

FIRST CLASS					Time Table No. 24 IN EFFECT 12.01 A. M. AUG. 1st, 1926	Distance from Tacoma	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	SECOND CLASS										
18	2	562	16	564						692	94	976	76	264						
Passenger	Passenger	O-W.R. & N. Passenger	Passenger	O-W.R. & N. Passenger						O-W.R. & N. Time Freight	Way Freight	O-W.R. & N. Way Freight	Time Freight	Time Freight						
Daily	Daily	Daily	Daily	Daily	Daily	Except Sun.	Tue., Thur., Sat.	Daily	Daily											
A 8.05PM	A 8.25PM		A 9.15AM		SEATTLE	37.6														
					3.4 ARGO N. P. O-W. R. & N. Crossing	34.2														
					1.7 VAN ASSELT	32.5														
A 7.38PM	A 8.03PM	A 6.45PM	A 8.52AM	A 6.00AM	4.3 BLACK RIVER Northern Pacific Crossing	28.2	BI		YWRIKJ	A 6.25AM	A 2.30PM	A 2.45PM	A 5.35PM	A 11.05PM						
f 7.25	7.53	6.31	8.40	5.46	6.9 KENT	21.3	K	10.00PM to 7.00AM		6.05	2.05	2.20	5.14	10.44						
f 7.17	7.46	6.22	8.31	5.36	5.0 AUBURN	16.3	BR			5.52	5.61 1.42	2.05	4.59	10.29						
	7.09	6.15	8.23	5.28	4.6 BENROY	11.7		No Office	P	5.40	1.11	5.61 1.50	4.45	10.15						
f 7.04	7.36	6.11	8.19	5.23	2.5 SUMNER	9.2	UX	12.00M to 7.45AM	W	5.34	12.35PM	1.30	4.37	10.07						
f 7.00	7.34	6.07	8.16	5.20	1.7 NORTH PUYALLUP	7.5	PX	6.30PM to 8.00AM		5.30	11.05	1.22	4.32	10.02						
	6.51	5.58PM	8.09	L 5.10AM	5.5 TACOMA JCT.	2.0	JN		RJ@KB	L 5.15AM	L 10.45AM	L 12.45PM	L 4.15PM	L 9.45PM						
L 6.45PM	L 7.20PM		L 8.00AM		2.0 TACOMA	0.0	TC		@RBK											
	1.20	1.05	.47	1.15	.50					1.10	3.45	2.00	1.20	1.20						
	28.2	34.8	33.6	30.1	31.5					22.5	7.0	13.1	19.7	19.7						
					Schedule Time															
					Average Speed Per Hour															

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. and Black River.

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 revenue 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 revenue passengers from Seattle.

No. 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 visioa 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.

Table with columns for Second Class (395, 263), First Class (15, 17), Stations, Time Table No. 24 (IN EFFECT 12:01 A. M. AUG. 1st, 1926), First Class (16, 18), and Second Class (76, 264, 396). Rows include stations like CLE ELUM, LAVENDER, EASTON, WHITTIER, KEECHELUS, HYAK, ROCKDALE, BANDERA, GARCIA, RAGNAR, CEDAR FALLS, BAGLEY JCT., BARNESTON, TRUDE, LANDSBURG, NOBLE, MAPLE VALLEY, CEDAR MOUNTAIN, INDIAN, ELLIOTT, RENTON, BLACK RIVER, VAN ASSELT, ARGO, and SEATTLE.

SPECIAL RULES

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

Passenger Trains MAXIMUM SPEED PERMISSIBLE Freight 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.
See other speed restrictions on page 14.
Nos. 395 and 396 will lose both class and schedule between Cedar Falls and Bagley Jct. when 30 minutes or more late.
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 42-0, Eastward, between Ragnar and Garcia.
Signal 43-7, Westward, between Garcia and Bandera.
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 East Switch Cedar Falls and East Switch Rockdale.
Nos. 17 and 18 will stop on signal at Meadow Creek, 2.5 miles west of Whittier.
No. 17 on Sundays and Wednesdays and No. 18 on Mondays, Wednesdays and Fridays will stop on flag at Bruffs Spur, two miles east of Whittier.
Nos. 15 and 16 will stop on signal at Hyak to pick up and discharge revenue passengers from or to Seattle and points west.
Head lights and Marker lights must be lighted both day and night while passing through Snoqualmie Tunnel between Hyak and Rockdale.
Between Maple Valley and Seattle, Pacific Coast Railroad and O-W. R. & N. Time Tables and Rules govern.
All closets must be kept locked in trains between east switch, Cedar Falls and Landsburg, and in city limits, Renton and Seattle. 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.
On mountain grades, at meeting points made by special order, the ascending train will take siding, unless otherwise specified in the order.
When passenger trains meet at Cedar Falls, they will use short No. 1 for passing track; The Eastward train, taking siding, will head in at crossover West of Depot; Westward train, taking siding, head in at the East passing track switch.
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
Bruff Spur... 3.0 miles east of Whittier
Meadow Creek... 2.5 miles west of Whittier
Miller & Dunn ... 0.75 mile west of Whittier

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 24 IN EFFECT 12.01 A. M. AUG. 1st, 1926	STATIONS	Distance from Cle Elum	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	FIRST CLASS		SECOND CLASS		
115	263			15	17	Sidings	Other Tracks	16	18									76	264	116
Mixed Except Sunday	Time Freight Daily			Passenger Daily	Passenger Daily			Distance from Othello	Passenger Daily							Passenger Daily		Time Freight Daily	Time Freight Daily	Mixed Except Sunday
	L 5.50 ^{AM}			L 12.15 ^{PM}	L 1.00 ^{AM}		Yard	0.0	.....OTHELLO.....	98.9	SO		B@TORWCA	A 4.30 ^{PM}	A 3.25 ^{AM}		A 10.15 ^{AM}	A 3.55 ^{PM}	
	6.20			12.22	1.10	70	10	5.5	.....5.5 ANSON.....	93.4		No Office	P	4.18	3.11		9.45	3.10	
	6.50			12.28	f 1.16	70	10	9.2	.....3.7 TAUNTON.....	89.7		No Office	P	4.11	f 3.03		9.25	2.50	
	7.10			f 12.40	s 1.28	70	20	15.0	.....5.8 CORFU.....	83.9		No Office	PW	f 3.59	f 2.49		9.00	2.15	
	7.40			12.55	f 1.46	70	15	24.7	.....9.7 SMYRNA.....	74.2		No Office	P	3.42	f 2.29		8.25	1.35	
	76 8.00			264 1.06	1.57	70	20	31.2	.....6.5 JERICHO.....	67.7		No Office	P	3.32	f 2.16		263 8.00	15 1.06	
	L 16 3.25 ^{PM}	8.20		s 1.18	s 2.08	70	90	37.8	.....6.6 BEVERLY.....	61.1	BV		@OYBWR	s 115 3.22	s 17 2.08		7.25	12.40	A 11.55 ^{AM}
	A 3.30 ^{PM}							38.8	.....1.0 BEVERLY JCT.....	60.1		No Office	J						L 11.50 ^{AM}
	8.35			1.26	2.14	70	10	40.6	.....1.8 COHASSET.....	58.3		No Office	P	3.14	1.59		7.10	12.25	
	8.50			1.35	f 2.22	42		44.0	.....3.4 DORIS.....	54.9		No Office	P	3.07	f 1.51		6.55	12.10 ^{PM}	
	9.10			1.50	f 2.36	70	6	49.6	.....5.6 RYE.....	49.3		No Office	PW	2.54	f 1.38		6.30	11.45	
	9.25			2.01	2.46	70	7	52.9	.....3.3 CHEVIOT.....	46.0		No Office	P	2.46	1.30		6.05	11.15	
	9.40			2.10	f 2.56	70	21	56.6	.....3.7 BOYLSTON.....	42.3		No Office	P	2.36	f 1.20		5.35	10.50	
	264 10.20			16 2.22	3.07	70	10	62.1	.....5.5 RENSLOW.....	36.8		No Office	P	15 2.22	1.06		4.55	263 10.20	
	10.40			f 2.32	s 3.18	70	90	67.2	.....5.1 KITTITAS.....	31.7	KY		@BYWO	f 2.08	s 12.55		4.30	10.00	
	11.05			s 2.45	s 3.29	70	50	73.6	.....6.4 ELLENSBURG.....	25.3	NB	5.00 ^{PM} to 8.00 ^{AM}		s 1.56	s 12.43		4.00	9.35	
	11.30			76 2.58	f 3.41	70	20	80.5	.....6.9 THORP.....	18.4	RP	4.00 ^{PM} to 7.00 ^{AM}		1.43	f 12.30		17 3.41	9.10	
	12.10 ^{PM}			3.15	f 3.57	70	5	88.9	.....8.4 HORLICK.....	10.0		No Office	P	1.27	f 12.14 ^{AM}		3.10	8.35	
	A 16 1.00 ^{PM}			A 3.35 ^{PM}	A 4.15 ^{AM}		Yard	98.9	.....10.0 CLE ELUM.....	0.0	CM		@TOWRB	L 263 1.10 ^{PM}	L 11.55 ^{PM}		L 2.40 ^{AM}	L 8.00 ^{AM}	
	0.05	7.10		3.20	3.15				Schedule Time					3.20	3.30		7.35	7.55	0.05	
	12.0	13.8		29.7	30.4				Average Speed per Hour					29.7	28.3		13.0	12.5	12.0	

SPECIAL RULES

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

On mountain grades, at meeting points made by special order, the ascending train will take siding, unless otherwise specified in the order.

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

Mountain grade, between Beverly Jct. and East switch, Kittitas.

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.

Nos. 115 and 116 will lose both class and schedule between Beverly and Beverly Jct. when 30 minutes or more late.

Train No. 18 will stop at Cheviot Sunday nights to discharge passengers and put off supplies.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains

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

Freight Trains

Between Othello and Beverly.....25 M. P. H.
Between Beverly and Kittitas.....18 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Benson5.5 miles west of Horlick
Regal3.5 miles east of Ellensburg

Tanum2.6 miles west of Thorp
Woldale.....8.6 miles west of Ellensburg

See Thorp

THIRD CLASS				FIRST CLASS		Capacity of Sidings in Cars	Distance from Cedar Falls	Time Table No. 24 IN EFFECT 12:01 A. M. AUG. 1st, 1926	Distance from Everett	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	FIRST CLASS		THIRD CLASS		
291	219	215	216	220	292								291	292			
Way Freight Except Mon.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Except Sun.	Passenger Daily	Passenger Daily	STATIONS									
L 7:00AM	L 11:15AM	L 5:40PM	L 10:15AM	L 5:15PM	A 4:30PM		0.0	54.7	MY		@OYZ WRB	A 10:15AM	A 5:15PM	A 4:30PM			
7:25	f 11:30	f 5:54	f 9:56	f 5:00	3:55		5.9	48.8		No Office	K	f 9:56	f 5:00	3:55			
7:35	s 11:35	s 5:58	s 9:51	s 4:55	3:40	42	8.0	46.7	BE	5:00PM to 8:00AM	WY	s 9:51	s 4:55	3:40			
7:50	As 11:45AM	s 6:07	s 9:44	L 4:45PM	3:25	35	11.2	43.5	Q	5:00PM to 8:00AM		s 9:44	L 4:45PM	3:25			
7:55		f 6:11	f 9:39		3:20	23	12.3	42.4		No Office		f 9:39		3:20			
8:10		s 6:21	f 9:24		3:03	11	16.9	37.8		No Office		f 9:24		3:03			
8:35		s 6:35	s 9:09		2:43	44	22.3	32.4	J	5:00PM to 8:00AM	W	s 9:09		2:43			
216 9:00		f 6:42	s 9:00		2:30	36	25.6	29.1		No Office	P	s 9:00		2:30			
9:20		s 6:54	s 8:49		2:10	36	31.0	23.7	VA	5:00PM to 8:00AM		s 8:49		2:10			
9:45		f 7:07	f 8:38		1:50	15	36.6	18.1		No Office	P	f 8:38		1:50			
10:15		s 7:16	s 8:30		1:35	31	40.8	13.9	MO	5:00PM to 8:00AM	WYK	s 8:30		1:35			
							41.4	13.3		No Office							
10:25		f 7:20	f 8:25		1:15	15	42.6	12.1		No Office	K	f 8:25		1:15			
10:35		f 7:27	f 8:18		1:05	11	44.8	9.9				f 8:18		1:05			
10:50		s 7:31	s 8:14		12:55	42	47.7	7.0	HO	4:30PM to 7:30AM		s 8:14		12:55			
11:10		f 7:36	f 8:10		12:45		49.9	4.8		No Office		f 8:10		12:45			
							51.9	2.									
11:25		7:43	8:04		12:30	Yard	53.1	1.6		No Office	KZ	8:04		12:30			
292 A 11:40AM		A 7:50PM	L 8:00AM		12:15PM		54.7	0.0	RT	4:30PM to 7:30AM	@OBTWR	L 8:00AM		12:15PM			
4.40	0.30	2.10	2.15	0.30	4.15							2.15	0.30	4.15			
11.7	22.4		24.3	22.4	12.9							24.3	22.4	12.9			
			Schedule Time														
			Average Speed Per Hour														

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

The crossing of our Riverside Line, Everett Yard, by tracks of Everett Log Dump Company, is now protected by gates, which should be locked against trains on Log Dump Company's tracks, except when trains are operating over such tracks, when they should be locked against C. M. & St. P. trains. When gates are locked against trains of the Log Dump Company, it will not be necessary for C. M. & St. P. trains to stop for this crossing.

Gates have been placed in service at each end of Ebey Slough drawbridge which is located 1.2 miles east of Belt Yard and 4.2 miles west of Snohomish. It will not be necessary for trains to stop at this drawbridge unless the gates are against them, except during stormy or foggy weather when view is obscured, when regular stop must be made. Trains must be under control and able to stop before reaching the gates if the bridge is open, and in no case should the speed exceed ten miles per hour passing over bridge.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Cherry Valley.....1.5 miles east of Carnation	Markel Lbr. & Shg. Co.....High Rock
County Poor Farm Spur.....1.0 mile west of Monroe	Meadow Brook.....1.6 miles west of No. Bend
Galvers.....1.25 miles west of Fall City	No. Bend Timber Co.....0.25 mile east of Tanner
Horrocks.....2.0 miles east of Carnation	Novelty.....2.4 miles east of Duvall
Lazarus Spur.....Carnation	Stuart.....0.8 mile west of Stillwater
	Tokul Creek.....1.5 miles west of Tokul

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 Snoqualmie Falls, expecting to find main line occupied.

Gates have been installed at Western Washington Railroad Co. crossing at Woodruff. These gates will normally be set against the Western Washington Co's. trains. Milwaukee trains should approach the crossing under control and, unless gates are set against them, it will not be necessary for them to stop.

MAXIMUM SPEED PERMISSIBLE

Passenger Trains	Freight Trains
Between Cedar Falls and Carnation.....25 M. P. H.	Between Cedar Falls and Carnation.....15 M. P. H.
Between Carnation and Everett.....35 M. P. H.	Between Carnation and Everett.....20 M. P. H.
	See other speed restrictions on page 14.

SECOND CLASS		Capacity of Sidings in Cars		Distance from Beverly Jct.	Time Table No. 24 IN EFFECT 12.01 A. M. AUG. 1st, 1926	Distance from Hanford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	SECOND CLASS	
115	116	Sidings	Other Tracks							115	116
Mixed	Mixed										
Except Sunday	Except Sunday										
L 3.30PM	A 11.50AM			0.0	BEVERLY JUNCTION	45.2		No Office	P JR		
f 3.45	f 11.30		6	4.0	4.0 LEVERING	41.2		No Office			
f 4.15	f 11.00		28	14.4	10.4 PRIEST RAPIDS	30.8		No Office	P W		
f 4.35	f 10.30		9	21.3	6.9 VERNITA	23.9		No Office			
f 4.45	f 10.20		9	24.3	3.0 RIVERLAND	20.9		No Office	P		
f 4.55	f 10.05		5	27.4	3.1 HAVEN	17.8		No Office			
f 5.05	f 9.50		12	30.7	3.3 ALLARD	14.5		No Office			
s 5.25	s 9.25	25	75	37.4	6.7 WHITE BLUFFS	7.8	WB	5.00PM to 8.00AM			
A 5.50PM	L 9.00AM	10	30	45.2	7.8 HANFORD	0.0	HN	5.00PM to 8.00AM	YWR		
2.20	2.50				Schedule Time						
19.4	16.0				Average Speed per Hour						

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bleakley1.0 mile west of White Bluffs

SECOND CLASS		Capacity of Sidings in Cars		Distance from Bagley Jct.	Time Table No. 24 IN EFFECT 12.01 A. M. AUG. 1st, 1926			Distance from Enumclaw	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	THIRD CLASS	
395		Sidings	Other Trains		STATIONS							396	
Way Freight	Except Sun.												Way Freight	Except Sun.
L 12.30 ^{PM}		11		0.0	BAGLEY JCT.		17.5		No Office	PJR	A 9.30 ^{AM}		
a 12.55		25	8	2.2	2.2 SELLECK Northern Pac. Ry. Crossing		15.3		No Office	W 1 MLE	a 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		7	46	8.4	1.3 BAYNE		9.1		No Office		f 8.37		
f 1.35			4	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			4	15.5	2.2 ENUMCLAW JCT.		2.0		No Office	YJR	f 8.08		
A 2.15 ^{PM}		24	55	17.5	2.0 ENUMCLAW		0.0	CW	4.15 ^{PM} to 7.15 ^{AM}	WR	L 8.00 ^{AM}		
				1.45	Schedule Time						1.30		
				10.0	Average Speed Per Hour						11.7		

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.

Way freight trains between Cedar Falls and Enumclaw are authorized to carry passengers.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Bayne Mine Track.....0.7 mile west of Bayne
 Durham Coal Co.....2.5 miles west of Selleck
 Kanasket.....1.0 mile west of Durham

FIRST CLASS			Capacity of Sidings in Cars	Distance from Park Jct.	STATIONS	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	FIRST CLASS		
531	1	533								532	2	534
Passenger	Passenger	Passenger	Sidings	Other Tracks	Passenger	Passenger	Passenger	Daily	Daily	Daily		
Daily	Daily	Daily									Daily	Daily
L 5.03PM	L 10.28AM	L 8.22AM	10	0.0	.....PARK JCT.....	5.5		No Office	PYJ	Af 9.04AM	A 5.32PM	A 5.47PM
f 5.06	10.32	f 8.26	21	1.3	.....1.3 HICKEY.....	4.2		No Office		f 9.00	5.30	5.43
f 5.12	10.38	f 8.31	17	3.5	.....2.2 NATIONAL.....	2.0		No Office		f 8.55	5.26	5.37
f 5.16	10.41	f 8.35	60	4.5	.....1.0 CAMP 17.....	1.0		No Office		f 8.51	5.23	5.34
As 5.20PM	As 10.45AM	As 8.40AM	16	5.5	.....1.0 ASHFORD.....	0.0	F	5.00PM to 8.00AM	RY	L 8.45AM	L 5.20PM	L 5.30PM
.17	.17	.18			Schedule Time					.19	.12	.17
19.5	19.5	18.4			Average Speed Per Hour					17.5	27.5	19.5

SPECIAL RULES

Eastward Trains are Superior to Westward Trains of the Same Class, Except No. 531 is Superior to No. 534 and No. 533 is Superior to No. 532

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.

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.

Main time table table with columns for Third Class, Second Class, First Class, Stations, and symbols. Includes Title: Time Table No. 24, IN EFFECT 12.01 A. M. AUG. 1st, 1926.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 1 IS SUPERIOR TO No. 532.

MAXIMUM SPEED PERMISSIBLE

Table showing maximum speed permissibile for Passenger Trains and Freight Trains between various stations.

Double track in use between Tacoma Jct. and Tide Flats. Trains 531 and 532 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.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Table listing industrial tracks not shown as stations, including locations like Cambridge, Kirby, LeRoy Tbr. Co., etc.

THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars	Distance from Fredrickson	Time Table No. 24 IN EFFECT 12:01 A. M. AUG. 1st, 1926				Distance from Hoquiam	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	FIRST CLASS		THIRD CLASS	
495	493	463	417	Way Freight	Way Freight	Time Freight			Passenger	STATIONS	418	494					462	Way Freight	Time Freight	
Except Sun.	Except Sun.	Except Sat.	Daily	Except Sun.	Except Sun.	Except Sat.	Daily		Passenger	Except Sun.	Except Sun.	Except Sun.	Except Sun.							
	L 11.15AM	L 11.35PM	Lf 9.51AM					90	0.0	FREDERICKSON	97.1	SJ		YR	As 6.07PM	A 12.45PM	A 10.55PM			
	11.30	11.45	f 9.57					12	3.5	3.5 LOVELAND	93.6		No Office		f 5.57	12.25	10.43			
	⁴⁹⁴ 12.09PM	11.55	f 10.04					48	2	4.6 GREENDALE	89.0		No Office	W	f 5.47	⁴⁹³ 12.09PM	10.28			
			f 10.08							2.9 ROY	86.1		No Office		f 5.41					
	12.30	12.15AM	s 10.17					41	50	4.8 McKENNA	81.3	MC	4.30PM to 7.15AM	Y	s 5.31	11.36	10.00			
	1.15	12.40	⁴⁹⁴ s 10.32					42		7.7 RAINIER	73.9	RN	5.00PM to 8.00AM		s 5.14	⁴¹⁷ 10.32	9.32			
	1.50	1.05	f 10.48					39		7.6 OFFUTT LAKE	66.0		No Office	W	f 4.57	10.00	9.05			
	L 7.15AM	A 2.20PM	s 11.00					36	60	6.1 MAYTOWN	59.9	MT	5.00PM to 8.00AM	⊕-W-B-J-O RYP	s 4.45	9.30	8.42			
	7.30		f 11.10					26	20	4.0 MUMBY	55.9		No Office		f 4.34	9.05	8.27			
	7.50		s 11.21					7		5.4 ROCHESTER N. P. Crossing	50.5	RH	5.00PM to 8.00AM		s 4.24	8.40	8.07			
	A ⁴⁹⁴ 8.00AM	A 2.43AM	As 11.26AM							2.0 HELSING JCT.	48.5		No Office	R K J	Ls 4.20PM	L ⁴⁹⁵ 8.30AM	L 8.00PM			
										1.5 INDEPENDENCE	50.1									
										4.6 BALCH	54.7									
										3.9 CEDARVILLE	58.6									
										4.3 LANKNER	62.9									
										2.3 RONY	65.3									
										2.1 SAGINAW	67.3									
										1.6 SOUTH ELMA	68.9									
										3.8 FULLER	72.7									
										6.2 SOUTH MONTESANO	78.9									
										1.5 MONTESANO	80.4									
										2.9 MELBOURNE	83.3									
										3.1 PREACHERS SLOUGH	86.4									
										3.1 NORTH RIVER JCT.	89.5									
										1.2 COSMOPOLIS	90.7									
										1.9 SOUTH ABERDEEN	92.6									
										1.0 ABERDEEN	93.6									
		A 6.00AM	A 1.30PM							3.5 HOQUIAM	97.1				WTYCO RBK	L 2.15PM	L 5.00PM			
	0.45	3.05	6.25							Schedule Time					3.52	4.15	5.55			
	15.3	12.1	15.1							Average Speed Per Hour					25.1	11.4	16.4			

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 495 IS SUPERIOR TO No. 494.

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, 2.3 miles east Offut Lake; Des Chutes, 2.3 miles east Offut Lake; Beaver Creek, 2 miles east Maytown; Pingle bet. Melbourne and Preachers Slough.
Train order signal at Fredrickson governs trains on Tacoma & Morton sub-division and Fredrickson & Helsing Jct. sub-division.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Arkley.....3.0 miles east of Rainier
Beaver Creek.....2.0 miles east of Maytown
BordeauxMumby
Craffdale.....1.5 miles west of Cedarville
Des Chutes.....2.3 miles east of Offut Lake
Damon.....0.5 mile west of South Elma
Gregory.....2.8 miles east of Offut Lake

Harrison Bros. No. 2.....2.0 miles west of Loveland
Haskins.....1.0 mile west of Loveland
Johnson Creek0.9 mile east of Rainier
Natl. Lbr. & Mfg. Co.....0.5 mile west of Balch
Natl. Lbr. & Mfg. Co.....Cedarville
Ninemire & Morgan.....Helsing Junction

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars		Distance from Maytown	STATIONS	Distance from Raymond	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 15	FIRST CLASS	THIRD CLASS
663	617	Sidings	Other Trucks	618							662	
Way Freight	Passenger			Passenger	Way Freight							
Except Sun.	Daily	Daily	Except Sun.									
L 7.00AM	L 4.55PM	45	0.0	MAYTOWN	65.7	MT	5 PM to 8 AM	⊗-W-B-J ⊙-R-Y-P	A 4.40PM	A 4.15PM		
f 7.20	f 5.08	68	7.4	ESSEX	58.3		No Office		f 4.24	f 3.40		
f 7.35	f 5.14	5	10.7	Ford's Prairie Coal Co. Crossing FORAN	55.0		No Office	G	f 4.17	f 3.30		
			12.4	N. P. and O. W. R. & N. R. R. Crossing BLAKESLEY JCT.	53.3			I				
s 8.00	s 5.20	69	13.7	CENTRALIA	52.0	CN	5 PM to 8 AM	Z-P	s 4.10	s 3.15		
			14.3	Nor. Pac. R. R. Crossing	51.4			G				
			17.0	2 Nor. Pac. R. R. Spur Crossings	48.7			G				
s 8.30	s 5.28	64	17.4	CHEHALIS	48.3	CH	5 PM to 8 AM	K-P-W	s 4.00	s 2.40		
			19.5	Nor. Pac. R. R. Crossing	46.2			I				
f 8.40	f 5.35	6	21.4	JOY	44.3		No Office		f 3.48	f 1.40		
f 8.45	f 5.40	15	23.6	WEST ADNA	42.1		No Office		f 3.43	f 1.25		
f 8.55	f 5.50	18	27.2	RUTH	38.5		No Office	P	f 3.34	f 1.10		
f 9.15	f 6.04	12	33.0	MAYS	32.7		No Office		f 3.20	f 12.45		
s 9.40	s 6.11	58	36.1	Luedinghaus Bros. Crossing Nor. Pac. R. R. Spur Crossing DRYAD	29.6	YD	5.15PM to 8AM	G W-P	s 3.13	s 12.30		
			36.4	Nor. Pac. R. R. Crossing	29.3			I				
s 9.50	s 6.17	18	37.4	Doty Lbr. Co. N. P. Spur Crossing DOTY	28.3	TY	5.30 PM to 8 AM	G P	s 3.07	s 12.07PM		
10.15	f 6.35	25	46.6	Raymond Lumber Co. Crossing DAVIS	19.1		No Office	G	f 2.45	11.40		
10.20	f 6.41	25	48.0	BURT	17.7	BU	5PM to 8AM		f 2.41	11.30		
10.25	6.45	58	48.9	BEDFORD	16.8		No Office	W	2.39	11.25		
10.35	6.52	13	51.1	MACPHAIL	14.6		No Office		2.33	11.15		
662 10.55	s 7.02	25	54.4	SUTICO	11.3	CO	6 PM to 8 AM	P	s 2.24	663 10.55		
11.05	f 7.08	26	56.0	FIRDALE	9.7		No Office	W-P	f 2.20	10.40		
11.25	f 7.15		59.2	MOOSE	6.5		No Office		f 2.12	10.25		
11.40	f 7.21	6	61.9	LANDING	3.8		No Office		f 2.06	10.15		
11.50	f 7.23	10	62.9	WILLAPA	2.8		No Office		f 2.04	10.10		
11.55	7.27	37	64.3	SUNSET DUMP	1.4		No Office	P	2.02	10.05		
A 12.25PM	A 7.30PM	26	130	RAYMOND Nor. Pac. R. R. Spur Crossing	0.0	RD	6.45 PM to 8 AM	⊗-W-K-B ⊙-R-O-Y	L 2.00PM	L 10.00AM		
5.25	2.35			Schedule Time					2.40	6.15		
12.1	25.4			Average Speed Per Hour					24.6	10.5		

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

Trains cannot meet and pass at Foran, Ruth, Moose.
No. 617-618 stop on flag at Shepard 3.6 miles West of Maytown, Elk Creek Spur
1/4 miles east of Burt. Swem Creek 1 mile East of Davis.
Nos. 663-662 will carry passengers between Doty and Maytown.

RAYMOND-MAYTOWN SUB-DIVISION RAILWAY CROSSINGS INTERLOCKED

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

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

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Elk Creek.....	0.75 mile east of Burt	Swem.....	1.0 mile east of Davis
Framald.....	1.5 miles west of Ruth	Tebb.....	2.5 miles east of Centralia
Shepard.....	3.6 miles west of Maytown		

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 PRECAUTION

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. 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; is required. This test must also be made on Eastward freight trains at Kittitas and Boylston and on Westward freight trains at Beverly, Boylston and Rockdale.

4. 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.

5. 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.

6. 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.

7. A running test of air brakes must be made when starting descent of Mountain grade: On Westward freight trains, at Boylston and Rockdale this test can be made as per Rule 37 contained in air brake book Form 2697, and if the holding power of the brakes can be determined by this method, a further running test will not be necessary.

8. After running test, regenerative brake, if used, will be brought into operation at the lowest speed permissible.

9. After reaching foot of mountain grade reduce brake pipe pressure as per Rule 86.

10. 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.

11. 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 helper will cut in his brake valve and keep brake pipe charged. When road engine again attached to train, engineman on rear helper will cut out his brake valve and usual brake pipe test made as per Rules 36 and 101.

12. Rule 108, Inoperative Air Brakes, does not apply on mountain grades.

13. 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.

14. 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

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, or manual block system:

- 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 10 minutes after such passenger train has departed, and during storms, foggy weather or on descending mountain grades, until at least 30 minutes, and may then move on its right or schedule but with caution prepared to stop short of any obstruction, and until it is known that the passenger train has passed the next open station.

During storms, foggy weather or on descending mountain grades, freight trains should not follow each other closer than 30 minutes, 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.

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.

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.

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 SURGEONS

Table with 5 columns: Name, Title, Location, Office Telephone, Residence Telephone. Lists various surgeons and their contact information across different locations in Washington state.

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 following speed restrictions will be strictly observed:

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.

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.

Trains having mail for where they do not stop will slow up to fifteen miles an hour for dispatching this mail.

Trains handling steam derrick will observe the following speed restrictions between points shown below unless otherwise directed.

Between Tacoma and Seattle, 25 miles per hour.

Between Seattle and Cedar Falls, 25 miles per hour.

Between Cedar Falls and Rockdale, 20 miles per hour.

Between Hyak and Kittitas, 25 miles per hour.

Between Kittitas and Beverly, 20 miles per hour.

Between Beverly and Othello, 25 miles per hour.

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.

Freight trains hauling logs will not exceed twenty 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 reduce speed to twenty-five miles per hour around curves in vicinity of Corfu Slide about two and one-half miles west of Taunton.

Freight trains will not exceed twenty 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.

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 eight miles per hour through coach yard Tacoma and fifteen 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 HELSING JCT. 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.

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.

All trains will reduce speed to 5 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.

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 brakes 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.

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.	↓—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		
E. F.	5000	3000	1500	5000	1575	1500 1575	5000		4012
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			
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 to be opened, first get in communication with nearest sub-station or train dispatcher, kill the line, then open the switches, then proceed to flag any approaching train as per rule 99. This to avoid bridging air-gaps.

Whenever pantographs or fishpole collectors are lowered, they must not be again raised in contact with trolley wire without first giving the following whistle signal one-half minute in advance; two short one long and two short blasts. In case there is no air pressure on the motor the bell must be rung and a personal inspection made to insure that personal injury will not result when collectors are raised.

Yard limit boards are located as follows:

- | | |
|--|--|
| East and West Othello | East and West Hillsdale |
| East and West Beverly | East and West Frederickson |
| East and West of Kittitas | East and West Tanwax Jct. |
| East and West of Ellensburg | East and West Kapowsin |
| East and West Cle Elum | East and West Eatonville |
| East and West Easton | East and West of Reliance |
| East and West Cedar Falls | East and West Elbe |
| East and West of Selleck | East and West Camp 17 |
| Yard Limit Board 2000 feet East of Switch Leading to White River Lumber Co's Mill at Enumclaw. | East and West Mineral, Including East Creek Jct. |
| East Maple Valley | East Morton |
| 3234 feet West of N. P. tower at Black River on Black River to Tacoma Sub-Division. | East and West McKenna |
| East and West Kent | East and West Rainier |
| East and West Auburn | East and West Maytown |
| East and West Sumner | |
| East Tacoma Jct. | |
| East and West Snoqualmie Falls | |
| East and West Cherry Valley | |
| East and West Carnation | |
| East and West Stillwater | |
| East and West High Rock | |
| East and West Monroe | |
| East and West Snobomish | |
| Yard Limits extend from Yard Limit Board West of Rockdale to West Portal Tunnel 50. | |
| 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. | |
| Yard Limits extend from Yard Limit Board East of Dryad to Yard Limit Board West of Doty. | |
| East and West Burt | |
| East and West Bedford | |
| East and West Sutico. | |
| East Raymond. | |

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors, 58 East Washington Street, Chicago, Illinois.

Cle Elum,	M. W. Davies
Tacoma,	A. A. Mierow, 1105 Broadway
Hoquiam,	Fred. Straub
Everett	H. Mayer, 1416 Hewitt Ave.
Seattle,	W. W. Houghton, 215 Yealer Way
Raymond,	J. A. Diem.
Mineral,	H. V. Rowe
Morton,	F. C. Grover
Enumclaw,	A. C. Melness

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		SUNDAY HOURS	
Othello.....	Continuous.	Tacoma.....	Continuous.
Beverly.....	Continuous.	Hillsdale.....	10.00AM to noon and 1.00PM to 6.00PM
Kittitas.....	Continuous.	Frederickson.....	Continuous
Ellensburg.....	1.00PM to 5.00PM.	Kapowsin.....	8.45AM to 10.45AM and 3.45PM to 5.45PM
Cle Elum.....	Continuous.	Eatonville.....	9.15AM to 11.15AM and 3.45PM to 5.45PM
Hyak.....	Continuous.	Elbe.....	8.30AM to 10.30AM and 3.45PM to 5.45PM
Cedar Falls.....	Continuous.	Mineral.....	6.30AM to 8.30AM and 5.30PM to 7.30PM
Maple Valley.....	Continuous.	Morton.....	7.00AM to 9.00AM and 6.00PM to 8.00PM
Black River.....	Continuous.	Ashford.....	7.00AM to 9.00AM and 4.00PM to 6.00PM
Kent.....	7.30AM to 9.30AM, 12.15PM to 2.15PM, 6.15PM to 8.15PM	Maytown.....	10.00AM to 12.01PM and 4.00PM to 6.00PM
Auburn.....	Continuous.	Rochester.....	2.30PM to 4.30PM
Sumner.....	7.00AM to 9.00AM, 12.30PM to 2.30PM, 5.30PM to 7.30PM	Centralia.....	3.40PM to 5.40PM
North Puyallup.....	12.30PM to 2.30PM and 5.30PM to 7.30PM	Chehalis.....	3.30PM to 5.45PM
Tacoma Junction.....	Continuous.	Chehalis Tower.....	3.45PM to 5.45PM
Snoqualmie Falls.....	7.45AM to 9.45AM	Dryad Tower.....	3.00PM to 6.30PM
Monroe.....	7.45AM to 9.45AM and 6.45PM to 7.45PM	Doty.....	2.45PM to 6.30PM
Everett.....	7.30AM to 9.30AM	Burt.....	2.15PM to 3.15PM and 6.00PM to 7.00PM
		Sutico.....	2.00PM to 3.00PM and 6.30PM to 7.30PM
		Raymond.....	12.45PM to 2.45PM and 6.30PM to 8.30PM

WEIGHT OF LOCOMOTIVE INCLUDING TENDER

L-1.....	207 tons	G-6.....	157 tons
L-2.....	216 tons	G-5.....	98 tons
L-3.....	252 tons	G-4.....	95 tons
F-5.....	205 tons	A-2.....	154 tons
F-3.....	196 tons	A-1.....	134 tons
C-5.....	189 tons	K-1.....	182 tons
C-3.....	185 tons	H-7.....	89 tons
C-2.....	175 tons	I-4.....	79 tons
C-1.....	151 tons	I-5.....	104 tons
B-4.....	152 tons	N-1.....	278 tons
B-3.....	142 tons	N-2.....	281 tons
B-2.....	112 tons	EF-1.....	286 tons
B-1.....	97 tons	EP-2.....	261 tons
G-7.....	159 tons	EP-3.....	276 tons

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.

T. J. HAMILTON
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.

976
5/13/27

